
rupanews



Journal of the Retired United Pilots Association



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RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 400, Vineburg, CA 95487-0400

PRESIDENT'S LETTER

We are already well into the winter months of 2013! Each year seems to fly by with the seasons rapidly evolving one into the other.

The 113th Congress is sworn in and we begin a new session of politics as usual.

Looking forward to better serve our RUPA membership, we are soon going to provide an “eblast” service. This service will only be used to notify the membership of timely and important information primarily concerning our remaining benefits with UCON. It is not a forum. Members will not be able to respond to the eblast. It is simply a one way mass emailing alerting the membership to important issues. We anticipate seven to twelve eblasts per year depending on circumstances. Members will be able to unsubscribe if they prefer. Eblast information will also be posted on our website www.RUPA.org under the “Bulletin Board” tab for later reference.

Two years ago this month the six retiree group officers (3 groups each from United and Continental) were invited back to ORD to discuss retiree issues. Past RUPA President Ron Jersey and I attended this meeting held in the old Elk Grove corporate offices. This invitation was a first in United's long history to acknowledge, communicate with, and involve retiree group officers in a joint meeting. While the meeting was actually conducted by Continental HR people, it was a first and an opportunity to have a direct dialogue with the company on retiree issues. Travel pass issues, boarding seniority calculations, and retiree photo IDs were the primary topics of the meeting. The plan at the end of this initial meeting was to have additional meetings twice a year or quarterly as needed. We had a second meeting several months later in 2011 - but we've had none since! The meetings had provided hope for continued discussion and resolution to many of our retiree issues. We soon learned we had little influence on decisions concerning our previous benefits or current problems with retiree travel.

We know all too well UCON's subsequent decisions on the travel pass issues and the seniority calculations for boarding. To date the retiree IDs will be available has still not been finalized. I'm in contact with two different people within UCON's HR department about this issue and I'm told the “first quarter of 2013” is still the planned activation period. (UCON is resolving IT issues.)

February may be the implementation date for retirees' MM/DD/YEAR boarding dates. As of now retiree boarding seniority has been rounded off to the first of January of the number of years of service. Example: if a retiree's total service (active duty with United) was 25 years and 9 months, it has been rounded off to 25 years. Active duty employees get the actual total days, months, and year of services for boarding seniority.

Originally, the new United travel policy promised retiree boarding seniority was to be corrected in late 2012 to indicate total years of service - the same as active employees. (Please note the latest response from UCON is this policy change will be tentatively implemented on February 1st, 2013.)

The merger and new contract will certainly see a blending of cultures between United and Continental. While the six retiree group officers are in constant contact with each other and UCON about our joint and individual group issues, no major changes are on the horizon for the retirees.

With the bulk of UCON's offices moved to downtown Chicago, the courtesy bus that ran from the old Elk Grove corporate offices to ORD has a revised route and schedule. Check with UCON for the latest information.

The first of the “age 65” pilots started retiring in December. For those of you who attend local RUPA functions and events, please keep an eye out for the new “retirees” who may be attending. Let them know they are welcomed and part of a great group of active retirees!

If there is no RUPA group in your area and you want to start a breakfast, lunch, dinner, or other get-together, write up a brief paragraph or two with a two month lead time and submit it to Cleve for the **RUPANEWS**. That is how most of our groups have started. It only takes one person to start the process – they will come!



Happy Valentines Day! Phyllis Cleveland



THANK YOU!

Our association is run by volunteers. Membership Chair, Bill Richards, has been an active and trusted RUPA volunteer since 1994! After all of these years Bill has asked to step down and is handing over the yoke to another volunteer Tony Passannante.

A little history about Bill is appropriate.

He started flying as a teenager. He later joined the service and later utilized the “GI Bill” which paid for all of his required certificates and ratings. He got a job with Resort Airlines in 1952 and flew C46s and DC4s until May of 1955 when he was hired by United. Bill flew DC3s, 6s, 7s, CV340s, and B727s until 1972 when “I was grounded by a heart attack at age 49. (*#@&-itall).” But his career in aviation didn’t stop there, he was an analyst with the Aviation Safety Reporting System from 1984 to 1995.

Bill moved to Florida in 2001 and now lives in a Continuing Care Retirement Community where he is “having a ball”.

From his RUPA plaque recently presented to Bill:

*In recognition and appreciation
The Retired United Pilots Association
extends a sincere and grateful thank you to
Wilmer R. “Bill” Richards
for his years of service as the Membership Chair
providing a vital link of welcome to new members.
The Retired United Pilots Association
is honored to have had Bill’s involvement and
participation from 1994 through 2012!*

*Thank you!
January 1st, 2013*

From the RUPA cover letter that accompanied Bill’s plaque: *“On this day we applaud your dedication and your achievement in providing years of service and consistency with your continued and constant attention to the numerous details involved with new members. The enormous amount of personal time you invested to accomplish this necessary task can never be fully appreciated by RUPA.*

Please accept this plaque with our most humble appreciation and sincere acknowledgement for your years of outstanding service benefitting the Retired United Pilots Association.”

Bill Richards is one of those rare gems who have volunteered for the benefit of others!

Thank you! *Phyllis Cleveland*

How to update your personal Information!

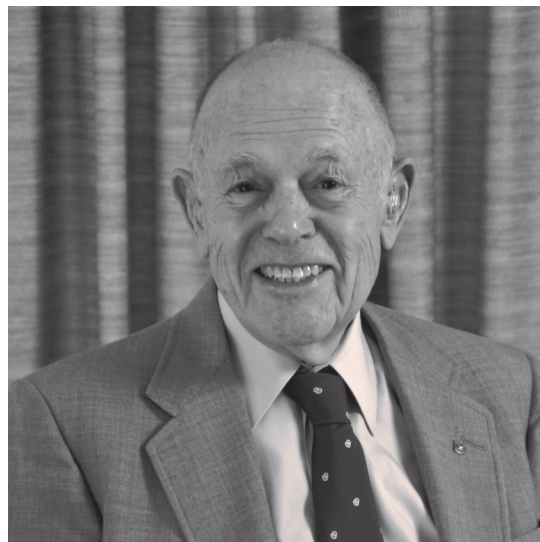
Address changes, (Attention Snowbirds!!!)

The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

Send your DUES to the above address (include your file number)

Check your RUPA Directory to make sure we have your correct information



ABOUT THE COVER

A 737 landing at sunset

LOS ANGELES SAN FERNANDO (January) LUNCHEON

We thought at first that the cold, windy weather would keep our group home, but after some late ones, who had gotten lost, arrived, we ended with a very nice turnout of 16 who were: Tom & Mary McQueen; Doug & Marcene Rankin; Gene & Susan Biscailuz; Don & Gloria McDermott; Mike Herriott; Dick Unander; Doug Bialanski; Ray Engel; Dale Myers; Dave Park; Nate Hall; Kent O'Brian.

First, Don McDermott brought us up to date on the tentative agreement for the new Pilot contract. He stated that of the 97% of the eligible voters who voted, 67% were yes and 30% were no. Other information and discussion about the contract concerned starting pay and retroactive pay and raises. The contract is parallel to Delta Airlines.

Doug Bialanski had an interesting note. He asked how many flew the DC-8 when United had them. He went on to say there were only eight DC-8's still flying and 6 still had the original engines. He also said that if you don't use the web-site 'Flying together' for a year, you will be locked out and will have to sign up again in able to use it.

Doug Rankin said that Arvi von Nordenflycht asked him to see if there would be any interest in our group to join with the Hacienda group on an even month and meet at the Museum Of Flight at LAX. There was some interest but some were concerned about the drive south on the I-405 which is often a nightmare.

For our 50/50 drawing the winner was Dale Myers.

Our next luncheon at Mimi's will be Thursday, March 14th . Til then, *Doug & Marcene Rankin*

LOS ANGELES SOUTH BAY LUNCHEON

Happy New Year! On December 13th, 60 of us gathered for our annual Holiday Celebration Luncheon at the Hacienda Hotels San Gabriel's ballroom. I want to thank you all for your prompt and courteous RSVP's. We were 27 retirees with significant others as well 15 Clipped wingers. Don't hold me to the actual labels as several were and are in both categories. Many came a long way, most by defying the LA freeway but a few flew. Either way we do appreciate your effort and hope you enjoyed the party.

Though I am not a of friend buffet meals, I had to admit that the Hacienda buffet this time was very good. There were lots of tasty choices and there was no waiting either.

Since I am not a good joke teller we moved on to the business part right away. Our star, Alberto Diaz, the Assistant Chief Pilot, gave us a very positive outlook for our airline, and also touched on all the changes past and planned for LAXFO. We may be retired but, after all the years spent with United, we still tend to equate many of the fortunes right or wrong with our ex employer.

Linda May, our local LAX chapters Co-president, was efficient in coordinating our joint luncheon effort and that guaranteed a successful outcome. We clearly like to meet up with so many of the persons who became our lifelong friends and appreciate these get-togethers.

Jan Heistermann, the leader of LAX RAFA (Retired Airline Flight Attendant Association), also gave a quick talk on the nature and purpose of the organization.

I'd like to recognize another luncheon guest: Clipped Winger, Ethel Patterson, who has been with the chapter for over 50 years. She is the Director of the very interesting Flight Path Museum at LAX. It is housed in the old Imperial Hwy Air terminal on the south side of LAX. If you are near LAX, take the time and try visiting there, it is very worthwhile. You might even find your old DC-6 manual there.

Our next planned LAX area luncheon is scheduled for January 10th. And after that at The Hacienda on February 14th. Yes, bring your Valentine.

For other items or info you can call me or send me an e-mail. One more book "The Age of Flight " featuring United's early history is still available. A retired Captain called me for that one copy but failed to tell me where to send it. I tried to return his call, but the book is still here.

So have a good prosperous 2013.

Respectfully, *Arvid von Nordenflycht*

310 869-4444 or 310 541-1093 arvidvn@gmail.com

DENVER GOOD OL' BOYS (November) LUNCHEON

Our scheduled meeting convened Tuesday November 20th at the Denver American Legion Leyden Chiles Wickersham Post 1.

After some time for libations and visiting, a good lunch got underway about 12:10, after which Stanley Boehm volunteered two or three lame jokes, followed by coordinator, Ted Wilkinson, moderating the as usual discussion and experiences in respect to updates for the airline news and passes etc., and infirm information with our good thoughts in respect to Dean Redmond and Rex Bales.

Attending: Ted and Rose Wilkinson, Bill Hanson, Denis Getman, Bob Sanwald, Tom Hess, Tom Johnston, Jack Davis, Ray Bowman, Bill Bates, Casey Walker,,Al Dorsey, Charles Fellow, Hal Meyer, Jim Adair, Bob Blessin, Stanley Boehm, Bob Crowell, Bill and Claire Fife, Ed Cutler, Russ Ward and Phil Ecklund.

Respectfully submitted, Stanley Boehm volunteer co-scribe. Cheers, *Stanley*

DENVER GOOD OL' BOYS & GIRLS (December) LUNCHEON

Our monthly meeting was held on December 18 at the usual place, Denver American Legion Leydon Chiles Wickersham Post 1. Members and guests began arriving at 11:00 A.M. to enjoy liquid refreshments and pilot talk until lunch at noon by which time 49 were present and accounted for. Our coordinator, Ted Wilkinson, addressed the group after lunch with a couple of good jokes and other news. Ted reported that Chuck Fellows is ill in the hospital and Herb Giefer reported the same regarding Sam O'Daniel. Our



thoughts and prayers are with them.

Attending were Ted and Rose Wilkinson, Steve Pahs, Mack Connelly, Herb Giefer, Hud Dean, Jim Popejoy, Tom Hess, Bill Hanson, Fritz and Judy Meyer, Frank McCurdy, Denis Getman, Bernie Stoecker, Casey and Gail Walker, Keith and Shirley Patton, Al Snook, Don and Chris Johnson, Hal and Janet Meyer, Bob and Ann Blessin, Stanley Boehm, Dick and Joanne Kobayashi, Al Dorsey, Tom and Sue Johnston, Jack and Angie Davis, David Horowitz, Ed and Ruth Riehl, Bill and Claire Fife, Jim Reid, Bob and Marj Crowell, Dwane and Mary Lois Searle, George and Vesta Maize, Russ and Pat Ward, and Ray and Barb Bowman. The picture of attendees was taken and furnished by Jim Reid. The above list of attendees is not correlated with the picture. Your humble scribe, *Tom*

DENVER GOOD OL' BOYS & GIRLS (January) LUNCHEON

Our monthly meeting was held on January 15th at the usual place, Denver American Legion Leydon Chiles Wickhershaw Post 1. Members and guests began arriving at 11:00 A.M. to enjoy liquid refreshments until lunch at noon by which time 26 were present and accounted for on a 20 degree wintery day.

Our coordinator, Ted Wilkinson, addressed the group following lunch with a decent short joke and other news. In respect to infirm members, discussion, prayers and our good thoughts were for Rex Bales, Charles Fellows and James Nist; no news update was available for Sam O'Daniel.

Attending were; Ted and Rose Wilkinson, Dick Shipman, Bill Hanson, Rick Madsen, Tom Johnston, Denis Getman, Tom Hess, Nick Hinch, Bob Blessin, Frank McCurdy, Stanley Boehm, Al Snook, Joe Collard, Al Dorsey, Ken Ewing, Dick Garbrick, Cliff Lawson, Carl Harder, Hal Meyer, Jim Reid, Ed Cutler, David Horwitz, Bill and Claire Fife and Casey Walker.



Our thanks to Jim Reid for taking pictures. Your humble co-scribe, *Stanley*

SOUTHWEST FLORIDA RUPA LUNCHEON

The Olive Garden restaurant in sunny Fort Myers, FL once again hosted our luncheon on January 14, 2013. An impressive 20 attendees signed in. The room was mostly full and with a different table arrangement this time of two long tables allowing for easier conversation with more people. Once again, there was no formal program but judging by the level of chatter, everyone was engaged in reminiscences from the "old days" and renewing acquaintances. In looking at the roster of attendees over the years, many have been attending for over ten years.

Attending members and guests were: Wallis L. Alves, Bill Bates, Neil Bretthauer, Gary Crittenden, Norb Cudnowski, Rip Curtis, Jim Good, Don Kincaid, Bruce Lecher, Dot Prose, Ray and Twila White, Georgie Chamberlain, Gene Chapman, Faith Osborn, Don Sullivan, Mamie Thompson, Paul McConnell.

Two special guests were brought by Gary Crittenden: John Dainus who did everything for United except fly (customer service, etc.) and Elaine Evans who was in real estate. Our two very capable servers were Kathie and Amanda.

We're gearing up for the RUPA Day at the *Sun-n-Fun* Fly-In at Lakeland, FL on Thursday 11 April, 2013 at the OX-5 Club House. The Fly-In and Expo dates are April 9-14, 2013. This is about two weeks later than last year due to conflicts with Expos scheduled in Europe.

Judging from the turnout, the next luncheon on 11 February, 2013 should be another full house. Everyone is welcome! Regards, *Gary Crittenden and Dot Prose*

WASHINGTON DCA PILOTS (December) BREAKFAST

On the first Friday of every month Gary Cook sponsors a breakfast at the local Bob Evans restaurant.



Present from left to right... that is me, Stokes Tomlin in the green shirt, next is EK Williams, Herb Petitt, Gary Cook, Bud Ruddy, Hugh "Bugs" Forsythe, Pete Coppolino, Bill Davis and Dan Murphy. Not pictured is Bob Gilbert.

Thanks, *Stokes Tomlin*

WASHINGTON DCA PILOTS (January) BREAKFAST

Pictures taken January 4th of the breakfast at the Bob Evans restaurant that Gary Cook sponsors.

Clockwise.....(from top left) Gary Cook and EK Williams,..... Sim Stidham..... Bill Davis, Hugh "Bugs" Forsythe, Herb Petitt, Charlie Schwab (PAA),..... Bill Davis again, and in the final picture (reading from right to left)EK Williams ,Gary Cook, Gene Couvillion, Sim Stidham and Bud Ruddy.





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



(left) United Air Lines Cheyenne Modification Center. (right) The 3500th B-17 - "Headache for Hitler - From United Air Lines Modification Center" is delivered to the U.S. Army Air Force.



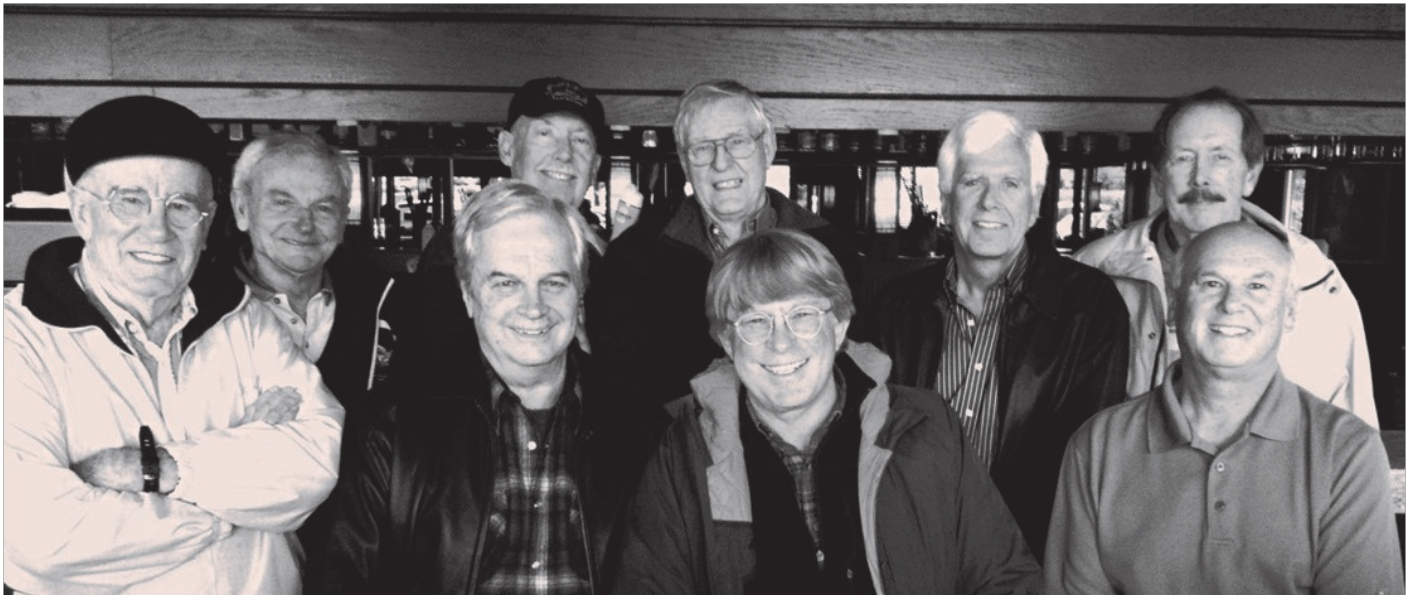
By the conclusion of WWII the Cheyenne operation had installed over 4 million aircraft parts and had equipped 5,736 B-17s for combat. **"Our Parting Shot at Tokyo"** was the final B-17 modified at the United Air Lines Cheyenne Modification Center. *Marvin Berryman DENTK Graphics - Retired.*

Please mail your tax-deductible contributions and donations of United & Continental Memorabilia & Artifacts to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.** www.uahf.org

THE COLUMBIA RIVER GEEZER'S (December) LUNCHEON

During the late afternoon of Dec. 11, 2012, a "shooter" entered the Clackamas Mall here in NW Oregon and started firing AR-15 rounds throughout the food court, which is contiguous with a Macy's Department store. Unfortunately, because of his actions, two innocent people lost their lives while seriously wounding another young woman. Fortunately, the "shooter's" weapon subsequently jammed, which saved many, many lives, as the mall was packed with approximately 10,000 people. The Claim Jumper restaurant, where we normally hold our Geezer get togethers, is located approximately 1,500 ft from where the shooting took place. The following morning at 1100 most of the Geezers arrived on time at the Claim Jumpers to find that the sheriff's department still had the entire area shutdown. At the suggestion of one of the sheriff's deputies and a little co-ordination on everyone's part, we all decided to rendezvous at another location, Stanford's restaurant.

10 Columbia River "Geezers" showed up for lunch this morning and we had another great time discussing our past and our futures. Discussions regarding UAL pilots now working as simulator instructors for Boeing and Korean airlines as well as ETIHAD Airways, located somewhere in the United Arab Emirates. Another one of our members is flying corporate while managing and maintain several corporate jets. There are several of us who are still flying light aircraft. Sam Richardson, who is married to a lovely lady from NZ, will, on the 23 or 24 of December, be heading down under to New Zealand for their annual 3+ month exodus.



Attending today's Geezer get-together were the following retirees; Standing from left to right: Doug Howden, Bill Park, Sam Richardson, Benno Vyfvinkel, Rich Warden, Jay Donaldson. Seated from left to Right: Ron Lyall, Ron Blash (I know, I know, I need a haircut), and Phil Garcia.

Unfortunately, Tony Passannante did not make our get-together this morning as he was attending a prescheduled family matter. Regards, *Ron Blash*

THE COLUMBIA RIVER GEEZER'S (January) LUNCHEON

We had 9 show up for our monthly Geezer lunch at the Clackamas Claim Jumper, including 2 new faces: Gary Timm and our former Crew Man, Ray Reed, brought his son Ron along who is an Alaska Airlines Flight Attendant.

Right after everyone sat down, we had a short briefing regarding the requirement to re-certify your spouse for continuing health care coverage, on the "Flying Together" (uh-huh) website. We were able to get this information out to our small group, thanks only to a heads up from another pilot on RETUP, since there was no notice or warning of this requirement from the new UAL.

Benno had "them rolling in the aisles" with a couple of very funny stories concerning his adventures in

learning to fly and operating a powered paraglider, and Gary passed on a very humorous anecdote from his days as a young, aspiring aviator, regarding his attempts to get a Bensen Gyrocopter in the air, with, shall we say, limited success.

Lively conversation continued right through our adjournment at 1330, and even after that in the parking lot, despite the chilly and damp weather.



In the picture, clockwise from the left: Bill Park, Doug Howden, Dick Ionata, Rich Warden, Tony Passannante, Benno Vyfvinkel, Gary Timm, Ray Reed, Paul Reed.

Our lunches are held on the second Weds of every month at 1100 hours, the Claim Jumper 9085 SE Sunnyside Road, Clackamas, OR (503) 654-3700, with the next one scheduled for February 13. Any and all are welcome to drop in, no reservation, or even notice, required.

Tony Passannante (503) 318-7899 Ron Blash (503) 504-5324. Regards, *Tony & Ron*

S.E. FLORIDA GOLDCOAST (December) LUNCHEON

Thursday December 15 marked our last Luncheon for 2012. We had a fair turn out with 14 regulars and 3 guests. Those attending today were; Jim Good (Flew in again from Naples), Denny Keast, Bill Garrett, Ham Wilson (our most senior member), Murray Warren, Gene Anderson (still flying Corporate to make up for his lost pension), Terry Lewis, Ed Wheeler, Ham Oldham, Jim Morehead, Dan Petrovich (active 777 Pilot), Jack Wink, Bartlett Rolph, and guests Stan Baumwald (Retired NWA Pilot), Joe Rahill (91 year old Retired U.S. Air), Fred DeJagma (Retired American Airlines, and yours truly, Ned Rankin.

We hope everyone has a very pleasant Holiday Season and a Happy New Year to ALL. *Ned*

S.E. FLORIDA GOLDCOAST (January) LUNCHEON

We had 17 members and guests in attendance at Galluppi;s for our first meeting of the New Year. It was a beautiful sunlit day in Paradise.

Attending were Dick Smiley, Lyn Wordell, Jerry Bradley, Ham Oldham, Les Eaton, Hambone Wilson, Don Collins, Ed Wheeler, Murray Warren, Bob Seits, Jim Good (over from Naples), Art Jackson, Bob Beavis, Mike Warde, Bob Lagevin (down from Stewart and Treasure Coast Group), and guests Don Iorio (USAIR Ret. Guest of Jim Good) and Stan Baumwald (ret NWA).

I had a lingering cough from my latest cold, so saved the rest of the group from my cough and didn't attend. Until next Month, your scribe, *Ned Rankin*

THE MONTEREY PENINSULA (December) RUPA LUNCH BUNCH

The day was spectacular. The ocean views were magnificent. The feast was fantastic. The joy of sharing a few hours with friends during the holiday season was truly marvelous!

December 12th was our fourth annual Monterey RUPA Christmas luncheon, the 3rd at the Monterey Peninsula Country Club's Beach House which sits at the surf line on the Pacific Coast. Members Carlos and Judy Quintana again hosted our holiday party with 41 guests enjoying the camaraderie of long time colleagues and friends. Those attending were Cleve and Rose Spring, Jon and Jane Rowbottom, Milt and Sunee Jines, Dave and Linda Mackie, Diane Ellis, Brett Morris, Diane Emerson, Connie and Beth Ege, Pete and Donna Walmsley, Paul and Brigitte Olson, Phil and Pat McClain, Will and Fran Blomgren, Steve and Mary Filson, Lee and Nancy Casey, Jim and Mary Gwinn, Phil and Patricia McClain, Mike and Mary Lynne Donnelly, Bob and Ann Kibort, Bob and Jill Ebenhahn, Norm and Barbara Marshall, Karl and Jan Kastle, Neil Brooks, and yours truly.



Carlos provided “raffle prizes” (*spirits*) to the winners who had the correct answers to a series of interesting questions about holiday customs from around the world, U.S. Constitution Amendment dates, and other interesting trivia. (I knew those answers once – I think!)

Carlos and Judy have once again graciously offered to host next year's Monterey RUPA holiday luncheon on Wednesday December 11th, 2013 – thank you! We are so lucky to be offered the opportunity to share the Beach House and all it's splendors with our fellow RUPA friends!

After a night of cold rain on the Monterey peninsula, by 9:00 a.m. the clouds were parting and the sun was breaking through. As luck would have it, the sun and the moon were in alignment at high tide creating powerful waves called “King Tides.” The photo ops were unlimited and simply breathe taking from the Beach House. The day couldn't have been more beautiful outside with the inside colors of Christmas red and green decorations, Christmas music, and a lively fire in the fire place providing an atmosphere of welcome and good cheer for all who entered!



Our next RUPA lunches are January 9th (before the February RUPANEWS publication) and February 13th at Edgar's at Quail Lodge in beautiful Carmel Valley, no host beverages begin at 11:30 a.m. Please RSVP by Tuesday afternoon prior to Wednesday's lunch! Cheers, *Phyllis Cleveland*

THE MONTEREY PENINSULA (January) RUPA LUNCH BUNCH

Our January 9th luncheon was under dark cold overcast skies with the threat of rain and possible snow in the foothills by early evening. Those joining us at Edgar's was Milt Jines, Lee and Nancy Casey, Will Blomgren, Paul Olson, Rex and Mardell Lawson, Barrie Nelson, Diane Ellis, Brett Morris, Jack Cowles, Pete and Donna Walmsley (our hosts), and yours truly. Special guest Captain Jeff Mundle, current Airbus captain at UCON, joined us bringing us up-to-date with line news, the new contract, and other merger issues. As it turned out, Jeff's son (yes now 29 years old) works in the pro-shop at Quail! (Kids grow up so fast!) Jeff has nine more years before retirement and still looks thirty!

Some of our absent regulars were enjoying the fresh snow in the Sierra, relishing the warmth of Palm Desert and great golf, in Palm Springs at the Film Festival, or "performing" in a group skit at a meeting for scholarship development!

I brought the group up-to-date concerning retiree IDs and the tentative revised retiree boarding seniority news. The rumor circulating about retiree IDs being available at SFO is only for maintenance retirees to date - not pilots. UCON still states it will be the first quarter of this year before pilot retiree IDs will be available. (Two years in February!)

Our hosts, Donna and Pete, shared several jokes that brought both groans and laughter! Their son, a long time furloughed UAL pilot, will have a week off between his last ANA flight and starting ground school in Houston for UCON. At least the commute will be shorter and over land.

Next lunch is February 13th at Edgar's gathering at 11:30 a.m. As always, please RSVP by the Tuesday before. *Cheers! Phyllis Cleveland*

THE SAN FRANCISCO BAY-SIDERS (December) LUNCHEON

The Holiday Season brought us a good turnout for our Bay-Siders' December Luncheon. We were especially pleased to see that some of our regular attendees brought along their "Better Halves," who added their smiling faces to the festivities.

In attendance were: Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, Gerry Delisle, Dennis Dillon, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Bob Kallestad, Bruce & Stephanie McLeod, George Mendonca, Ken Miskow, Bob Norris, Bill O'Connell, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry & Krista Terstiege, Gene & Carol Walter, Larry & Pat Wright. Cheers, *Cleve*

THE SAN FRANCISCO BAY-SIDERS (January) LUNCHEON

The year 2013 got off to a slow start with a smaller than usual turnout for our January S.F. Bay-Siders' RUPA Luncheon. However, those who attended contributed their usual good cheer.

We were pleased to welcome Capt. Kal Kalpin, and hope he will become a regular attendee. We all signed a get-well card for regular attendee, Sam Cramb, who is home doing quite well recuperating from minor eye surgery.

In attendance were: Floyd & Charlene Alfson, Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, Rich & Cyndi Erhardt, Kal Kalpin, Bill Madsen, Bruce & Stephanie McLeod, George Mendonca, Walt & Mary Ramseur, Cleve & Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Wishing you all a very Happy New Year. Cheers, *Cleve*

S.E. FLORIDA TREASURE COAST SUNBIRDS (December) LUNCHEON

Our last RUPA Luncheon for 2012 was held on Tuesday, Dec. 11th at Sailor's Return, a fantastic-waterfront Restaurant in Stuart, just south of the Roosevelt Bridge. We wanted to make it someplace - upscale and SPECIAL in honor of the CHRISTmas Season and the fact that our wives or lady friends were invited to join us. I will mention that it was well attended and that we will be returning to the same location at some point in the future. Once again, (in February) our wives and lady friends will be invited.....BUT please guys, NOT BOTH at the same function. Thank you. 🍌 I might also mention that in February, we will be returning to our Ole stomping grounds for a ONE SHOT DEAL, The Mariner Sands CC. (Thanks to Jim Dowd)

Although the WX could have been better (we 'hoped' to be able to eat OUTSIDE) -- so we opted for INSIDE dining which was fine, the service was very good and the Server Staff was polite and timely. The Menu choices were many and ALL food selections were well received as best I could tell. I got many 'thumbs up' comments as everyone was leaving. I'm sure that a # of people in our group will go back there individually to enjoy the experience and cuisine once again.

Those that attended were: Bill and Lulu Cole; Ted and Hellevi Osinski and daughter Karen (a Delta F/A); Dick Baese and friend Linda; Jack and Glenda Boisseau; Skip La Rocque and friend Barbara Duplisea; Del and Pat Gartner; Paul and Beverly Bailey; Dick Starita and friend Zsuzsa; and finally, Bob and Kimberly Langevin. Also, Jim Dowd was a late arrival (too late for dinner) who showed up to 'grace us' with his presence and to say HI to all of us and to let us know that he is still among the 'breathing' and is still in that period of his life where he is continuing to buy GREEN bananas. U go Jim!!! 🍌

Our 1st Luncheon in 2013 will be back at another favorite spot of ours and a water-front location as well, Shrimper's - and that will be on Tuesday, Jan. 8th at 11:30 AM. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, we'd love to have you join us.

Until next year, I want to wish all of you and your families a Merry CHRISTmas and a Joyous Holiday Season along with a Happy, Healthy, and Prosperous New Year. Sincerely, *Bob Langevin*

S.E. FLORIDA TREASURE COAST SUNBIRDS (January) LUNCHEON

The Treasure Coast Sunbirds got 2013 off to a real good start with our 1st Luncheon of the year at Shrimper's on January 8th. The WX was marginal for starters but got progressively better as 11:30 AM came and went, a # of our Northern attendees have returned to SE FL for the 'Season'. The food was terrific as was the service (provided by Lynn and her helpers) and the conversations were AMPLE to say the very least. I can comfortably and safely say that a GR8 time was had by all.

Of the many different subjects that were discussed (some at length) the more prominent ones were Pass Travel (of course) with mostly good experiences and a few not so good stories to be told; types of cell phones, plans and service providers; the FedEx discount for Retirees; and the 2 separate ID cards that we now have for our Health Ins. coverage, and our Rx Coverage provided by Scripts-Express (who bought Medco). Yes, the times are a-changin'....not necessarily for the Better however. :-(

Those who attended the Good Time were: Bill Cole, Ted Osinski, Jim Dowd, Paul Andes, Jack Boisseau, George Kane, Don Onofrio, Dick Starita, Dick Baese, Paul Bailey (new Member) and myself, Bob Langevin.

I have 2 REAL GOOD pieces of information to pass along that pertain to our February 12th Luncheon. FIRST of all, our LADIES are invited to join us in recognition of The Valentine's Day Holiday. In order for you to attend, it is NOT necessary for you to bring your wife or a lady friend.....SOLO is fine too. SECONDLY, we will be returning to Mariner Sands CC in So. Stuart on US 1 (thanks to our host, Jim Dowd). Many of our Members will really enjoy this experience since Mariner Sands CC was our Monthly Luncheon Venue for many many years, and those of us who had that experience still consider it to be a very 'Special' place with fond memories and experiences.

Sooooooooooooo, if you happen to be in the Stuart, FL area and would like to join some Retired UAL guys, please feel free to join us, we'd love to have you. Meanwhile, I hope that The New Year will treat you well in every way and that God will watch over our Country each and every day. Sincerely, *Bob Langevin*

THE INTREPID AVIATORS OF SOUTHERN OREGON (November) LUNCHEON

Greetings once again from The Intrepid Aviators of Southern Oregon! We had our gathering at the Pony Espresso in Jacksonville, Or Nov. 15 and a good time it was. Not sure if Cleve has room for two pictures, but if so, one is of our oldest, George Elliott on the day prior to his 92nd birthday! Cheers to you George! Included in that is his daughter Catherine and his old (no offense there Bud) friend and co-pilot from a few years back on the East Coast, Bud Berlingheri.



The second is the suspect group and starting from front left, Mary and Bud Berlingheri, Michael Bennett (see ya in the Spring Michael, enjoy the Florida sun), seated Steve Fusco and then standing, Scot Lee, Dan Kurtz, Jim Jaeger, Harvey Saylor, seated Bob and Marty Niccolls, Leanne Fusco, Bill Monfort, peeking out from in back and Catherine and George.

We were joined this month by Dan Kurtz, who came from Klamath Falls where he has cutting horses on his ranch. Also, our thanks to him for coming over the mountains and adding to the group. Turns out he and Harvey were close in seniority and have many of the same experiences in their United journey. Interesting the bond we all have and how wonderful to have the interest, opportunity and then make the effort to maintain it. Our collective thanks to Cleve, Leon and all who make the RUPA group live on.

And HAPPY BIRTHDAY George!!! Cheers, *Bob*

PHOENIX ROADRUNNER (December) LUNCHEON

We had our regular luncheon on Tuesday December 11th, 2012 at our usual place the Bobby Q Restaurant.

We had a good group which included; Peter & Ellen Moyer, Dennis & Darlene Leahy, Frenchy & Joan Bourgeois, Bob & Judy Steeneck, Ken & P.J. Killmon, Gary Dyer, Charlie Schwob. Leif Jonassen, Dave Specht and Mike Carlin.

Some old acquaintances were discussed along with some timely jokes and libations which were had by some but not all. Everyone seemed to enjoy the time spent together and wishing everyone a Merry Christmas. Looking forward to a great New Year in 2013.

Our next planned luncheon will be on January 8th, 2013. *Ken*

PICKLES | Brian Crane



DANA POINT RUPA (December) LUNCHEON

We had a beautiful day for our last Lunch of the year on the Deck at the Wind and Sea Restaurant. Parking was good and the deck was largely ours. Most people were 'enjoying' the Malls.

We had a solid 12 guys and one visitor. Our visitor, Mike Marchello, is an active Steward with Continental. He is a good friend of UAL pilot, Mike Brueggeman from ORD, who brought him to our meeting. It turns out that our visitor almost became a pilot with UAL. Even though he was well qualified at the time, no one was hiring...sound familiar!

On Deck were: Park Ames, John Arp, Denny Giese, John Grant, Jim Grosswiler, Rudy Haluza, Bob McGowan, Bill Rollings, Ted Simmons, Bill Stewart, Butch Trembly and Joe Udovch.

Bill Stewart brought a site to renew your Paper Plot Certificates. All paper certificates must be replaced with plastic certificates by March 31, 2013.

All certificated Airmen, including mechanics, repairmen, pilots, etc., are required to replace their paper copy with a plastic copy, or they will no longer be able to exercise the privileges of that certificate. The best way to get a new replacement certificate is to follow the instructions at:

(http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/) The cost is \$2.00.

Bill also talked about visiting Donatoni Winery in Paso Robles CA. Yep, the Same Donatoni who had the bottling plant off the end of LAX. He now has his own vines and is still enjoying life well. Yes, he has a Tasting room! 805 226 0620.

Pilots and aviation buffs will find this very interesting. It's from a United Guy who had just finished his Training on 787.

Excerpts...A computer nerd would describe the 787 as 17 computer servers packaged in a Kevlar frame. The central brain is the Common Core System (CCS). Two Common Computing Resources (CCRs) coordinate the communications of all the computer systems, isolating faults and covering failed systems with working systems. When battery power is first applied to the airplane in the morning, it takes about 50 seconds for the L CCR to boot up. After this, a few displays light up and you can start the APU. If there is a major loss of cockpit displays, this may require a CCR reboot, which would take about a minute. Much of the cockpit seems like it was designed by Apple. The Control Display Units (CDUs) are virtual, so you can move them from one MFD to another. In fact, you can configure the displays in 48 different ways, I think, though we have found a few favorites we will use to keep it simple. To move the cursor from one MFD to another, you can either use a button, or you can "flick" your finger across the trackpad (Cursor Control Device) to fling the cursor from one screen to the next - much like an iPad. I think the 787 will be a great plane, but there could be some surprises with this level of innovation. Time will tell. The UAL Pilot got his Check ride at 0200 with two FAA inspectors!

Now I know why retirement is so enjoyable. Cheers to all for the New Year. *Ted*

DANA POINT RUPA (January) LUNCHEON

What with the variable weather we have in southern California this time of year once again we luck out with a fine sunny day. The Harbor was swept clean by recent rains...must have cleared the tourist away. We were the first on the Deck at the Wind and Sea, and got our usual great seating and drinks came quickly.

On Deck where: Rusty Aimer, Park Ames, Bruce Dunkle, John Grant, Jim Grosswiler, Jack Healy, Jerry Myers, Al Pregler, Ted Simmons, and Joe Udovch. We waited to order expecting others to Arrive...? Food good and Service great.

Bruce Dunkle distributed a DVDs of his trip on SS Lane Victory recently out of the Long Beach Harbor. The trip included lunch, music, aerial attacks and a trip out to Catalina.

There was more talk on aircraft and Drones. It was noted that the Navy 'hoisted' aboard a X-47B Unmanned Combat Air System (Drone), wing span 62 ft (wider than a F 18). Interesting thought UAV's don't drink, don't flirt with female officers, and never talk back to superiors! Now will it fly and land on a carrier! Jim

Grosswiler said his son is 'flying' a converted Schweizer Chopper Drone for a private concern in Pakistan. I think they are flying some sort of Top Cover for security.

John Grant brought some interesting pictures of the early years of his flying. Rusty Aimer, our in house working pilot, brought up some interesting facts on the Dreamliner 787 and some of the growing pains of a new aircraft. Rusty used to teach in 787 Simulator. He was quite impressed when he was introduced to the jaw dropping systems as were the others in the room. Sophisticated batteries or ideas such as liquid cooling of hi voltage. Hi pressure hydraulics 5,000psi plus the composite used throughout. Now we hear of the big lithium batteries causing a fire problem as reported in Orange County Register Jan 13, on a Japan Airline 787 Dream Liner. A UPS 744Fin DXB had a horrific onboard fire and subsequent tragic crash. Suspected cause were several containers of inactive Li-Ion batteries.

So ended a lively Luncheon and yes, a few Jokes from Park to round out the get together.
Cheers to all. *Ted*

SAN DIEGO COUNTY RUPA (December) LUNCHEON

Last November there was no meeting due to several circumstances. However, this month, December 11, we had almost a crowd. Present were; Bill and Evelyn Pauling, Brad and Rhoda Green, Don and Lois Trunick, Paul Whitby, Bob Bowman, and myself.

Catching up on various personal news was great, and we all had a good time. It was good to see Paul back after some health problems. We all agreed to meet again in January if at all possible.

Bill and I sat next to each other, and swapped some good airplane stories. It's funny when someone mentions a certain subject, the old memory bank will recall in minute detail an incident or incidents that hasn't been thought of for many years. Back home, whenever my friend Patty, a retired Continental Flight Attendant is in town to visit her mother, my neighbor, we sometimes swap stories by the hour. Aviation people easily get along, at least in my experience. If I could talk to the Wright brothers, I would thank them for all the conversation starters they unwittingly created.

Fraternally yours and thanks for the labor of you and your mates. *Bob Harrell*

SAN DIEGO COUNTY RUPA (January) LUNCHEON

Greetings, Cleve, Another nice luncheon very enjoyable to us, but probably boring to others. However, we three, Bill Pauling, Bob Bowman and I have grown to be close as friends will do, and always look forward to seeing each other, even if it is only once a month. Good friends, good food, and good conversation are all food for the mind and heart. Would you believe we never mentioned United Airlines or any kind of airplane in a non-stop conversation? The subjects were varied, not sex, drugs, or rock and roll.

Our restaurant at the San Marcos golf course has good food and a menu that varies with new stuff to try. I had a thing called "Squeeze and Cheese" which consists of a large Angus hamburger on a sesame seed bun with some kind of delicious cheese with some squeezed out of the bun which gives it its name. Also, the garlic French fries were fabulous, and the coffee cup was never empty. Bill had a shrimp plate and Bob had the Asian chicken salad.

Sharing the conversation with a few more people would be nice, but frequently it's a small group, usually we three. I forgot that we did mention United once. I asked that since Ualco is making money, why wouldn't the government demand that the pensions be paid by the company, and give the Feds a bit more money? There are other company pensions picked up by the PBGC and together, it must amount to a sizeable sum. I wonder if the Feds really care about saving money. Many people in the country make more money with "entitlements" than they could ever earn on a low skill job, and that takes out the desire to get a job. Bah! Humbug! They don't know what roughing it really is.

Best wishes to you, Cleve and all those who make our publication possible. Atta Boys and Girls!
Bob Harrell

OHIO CLEVELAND CRAZIES (December) LUNCHEON

An outstanding luncheon at TJ's in Wooster was enjoyed by a wonderful turnout for our annual event during the holidays. The photo tells the story and we certainly enjoyed the presence of so many of the ladies.



From left to right: Gene White, Judy White, Joe Getz, Vickie Getz, Harv Morris, Bill Christie, Pat Morris, Dorothy Christie, Carol McMakin, Richard McMakin, John Pinter, Vickie Barnes, Bob Olsen, Len Chamberlain, Linda Jach, George Bleyle, JoAnn Pinter, Phil Jach, Isobelle Chamberlain, Dick Orr, Jo Anne Orr.

E-mail greetings received from a number of snow birds and we then proceeded to solve several problems of the world. Passes, old age, memory loss and I forget the rest.

The son of a member's neighbor came to the meeting because he is very interested in becoming a pilot and flying for a major carrier. He was immediately taken under the wing of Bob Olsen and we have decided that is the last we shall ever hear from him. He did get a free lunch and we found an old newspaper for him.

Several long time faces were missing and well remembered and the future of RUPA and the continental influx discussed. We have not seen any new members although we do have one member still flying, single digit on the 777. Must get good trips.... On behalf of the Cleveland Crazies here, we wish all Crazies everywhere a very Happy and Prosperous New Year, oh yes... and the rest of you folks too.

Regards, *Richard*

HAWAIIAN ONO NENE'S RUPA LUNCHEON

Aloha, Greetings from beautiful Hawaii. (Dirty work, but someone has to live here.) We met on November 29, 2012, for lunch at Mid Pacific Country Club in Lanikai, located on the windward side of Oahu.

It had been a while since our last get-together so we had many interesting things to discuss. A few of the topics covered were: trips taken to various points on the globe, the new pass policy, the Global Entry Program, Minimum Required Distribution from IRA's, and a little "show and tell" featuring electronic devices. An enjoyable time was had by all.

Attending were: Richard & Clarita Kaapuni, David Crooks, Yus & Yasuko Morita, Scotty & Margaret Scott and Larry & Diane Becker.

The bad news is that our next meeting isn't until 2013. The good news is that 2013 is only 32 days away. Hope you can join us in January, 2013. Date TBA. *Larry Becker*

SAN FRANCISCO NORTH BAY (December) RUPA LUNCHEON

We had a large group of 32 at the December meeting, all in a jolly holiday mood. As we always do, we meet at the Petaluma Sheraton on the first Wednesday of each month and sit down at 12:30 for lunch. Please join us if you can.

Bob and Doris Donegan brought a large box to collect all the toy donations for the Marine Toys for Tots program. The box was overflowing with gifts so there will be a happy Christmas for more of the children in this area.

"Doc" Hise, our Health and Welfare expert, reported that the common belief that Poinsettias are toxic is false, at least for rats. Details are in the December "RUPANEWS." I guess this is good news for anyone who has a pet rat.

Bruce Milan had two aviation books he recommended as good reading. Sorry to say that I missed him after lunch and did not get the titles. Maybe next month.

A couple of handouts made their way around the tables. One was regarding the US Air lawsuit against the PBGC. A rather long article which is available on the RETUP web site and Forbes Magazine.

An envelope was passed around to collect some cash to say thank you to Wendy, our bartender, waitress, and cashier. We get great service and she has put up with us for several years now. Thanks Wendy.

John B. took this line from "Casablanca" to describe the crowd we had so I am going to use it to list those at the luncheon. We rounded up the usual suspects: Barney Hagan, Leon Scarbrough, Ellen and Ken Thompson, Bones Bride, Dee and Larry Whyman, Wayne Heyerly, John Baczynski, Jim Mansfield, Don Madson, Sam and Mickie Orchard, Dick Lammerding, Deke and Merle Holman, Bill Mc Guire, Dick Hanna, Norm DeBack, George Hise, Dick Smith, Sybil and Jules Lepkowsky, J. R. Hastings, Bruce Milan, Ken and Shirley Corbin, Tom and Joyce Gray, Bob and Doris Donegan, and your no talent writer Bill Greene. Happy holidays to all, *Bill*

SAN FRANCISCO NORTH BAY (January) RUPA LUNCHEON

Since our first lunch of 2013 was the day after New Years Day I expected a rather small group to show up. Much to my surprise we had thirty people show up, including a few members that we had not seen for awhile.

Once we migrated from the lounge to the dining room Bob read the list of those who could not make it and the usual excuses such as "I'm in Hawaii." I hope it rains every day you are there, Leon. Sorry Leon, but I could not resist a little pull on your chain. I guess the below average temperatures we are having has frozen my brain and I envy you.

A copy of the new Continental, I mean UAL pilot contract was passed around for our reading pleasure. The possibility that photo IDs for retirees was discussed. Dan Barger told his horror story of checking in less than an hour before departure time on an international flight and being denied boarding and what it took to finally get on board.

Linda Morley-Wells brought her United Shuttle jacket to be auctioned off to the highest bidder. Dan Porter won with a winning bid of \$50. It was agreed that the money would go to a charity, so there is a check in the mail to the United Airlines Retired Pilots Foundation. A very nice gesture by Linda and Dan.

Attending the festivities were: John and Carol Reed, Deke and Merle Holman, Sam and Mickie Orchard, Ken and Shirley Corbin, Tom and Joyce Grey, Linda Morley-Wells and Walt Wells, Jim Mansfield, Norm DeBack in his Stanford jacket, Dick Lammerding, Dick Hanna, Barney Hagen, Dan Barker, Don Booker, Wayne Heyerley, John Baczynski, Gardner Bride, Dwight Daley, Clyde Wilson, Bill McGuire and me.

Bill Greene

Advice from Will Rogers

"Good judgment comes from experience and a lot of that comes from bad judgment."

SEATTLE GOONEY BIRDS (November) LUNCHEON

The Seattle Gooney Birds lost the use of their customary meeting place for their November luncheon to a higher bidder. The waitress told us that the price was \$300 and since our airline discount is free, we lost.

We were ushered into the end of the main dining room and, with other diners nearby, we had to suspend the usual jokes and members reports of travel etc. Although, Bud Granley did manage to tell a short joke. There were lively conversations at all tables so everyone seemed to have a good time.

In attendance: Bill Shumway, Pat Williams, Jim Adams, Jack Brown, Dave Carver, Dick Anderson, Al Haynes, Bud Granley, George Brown, Fred Sindlinger, Chuck Westphal, Herb Marks, Howard Holder, Gere Pryde, Mark Gilkey, Jim Barber, Carl Carlson, Hank Kerr, and *Bill Brett*.

SEATTLE GOONEY BIRDS (January) LUNCHEON

Hats off to those who drove through the heavy rain storm and exercised their instrument ratings to have lunch with their RUPA buddies. Fortunately, there were no conventions at the Marriott so there were plenty of parking spaces close in and we got our private dining area back.

After the usual excellent lunch and conversations the host solicited jokes and Herb Marks and Dave Carver both came forward with some good ones and the host told a couple of groaners.

There were some questions about the new pilots' contract at UAL, but no one knew much about it so we'll leave that for future discussion.

In attendance: Mark Gilkey, George Brown, Tom Smith, Jack Brown, Chuck Westphal, Jim Barber, Alex Dunn, Bill Lamberton, Gere Pryde, Dave Carver, Bill Stoneman, Herb marks, Al Haynes, Howard Holder, and *Bill Brett*.

CONVENTION COMMITTEE REPORT

Before I report on the status of our future conventions, I would like to talk about my two experiences using the new pass system.

In November, I flew to Las Vegas in order to help out with my 92 year old mother while my sister recuperated from total knee surgery. In December, Marie and I flew to Houston to visit my son and to spoil our grandchildren. Both times, I used a vacation pass. On every leg I was number one on the standby list. If we were given seats in the economy plus section. I had no trouble listing on line and as far as I am concerned, the new system is working perfectly.

While in Houston, I had the opportunity to meet with the past president and the current vice-president of the Golden Eagles. Because both of our organizations are suffering from diminishing membership, it was decided to try and have a combined convention in Houston in the fall of 2013.

They have an annual convention which rotates between Houston and Las Vegas. It is a two day event which includes a golf outing. I suggested a three or four day convention with tours that would interest the non-golfers. Houston has some fine museums, a professional sports arena, and of course, the NASA Space Center. I attended their convention in Houston in 2011 and had a great time. Marie and I were made to feel right at home by both the continental pilots and their wives. I will update our progress as more info becomes available. Stay tuned, film at eleven.

Stay active and volunteer, *Ron*

BLONDIE | Dean Young and John Marshall



UAL-MEC JANUARY PASS TRAVEL REPORT

By Pat Palazolo

Keep this number handy! (877-324-5555) During normal business hours this number will enable you to talk with a live person who can handle all types of pass travel questions. This is the phone number to the Employee Travel Center. Listen to the entire menu carefully before selecting.

You can also write them at etc@united.com. But if you don't have the patience to wait for their response, you can call this number.

Burning an extra Vacation Pass unnecessarily: There are times when you are forced to use a second vacation pass for the same one-way trip because you needed to reroute yourself mid-trip. Once your travel has begun, United's current employeeRes software doesn't permit you to reroute yourself on a different routing without relisting yourself on the new routing using a new vacation pass. If this happens to you, after your return from your trip just call the ETC phone number shown above -- **(877-324-5555)** -- and a live person will reimburse your vacation pass allotment. It may take a couple of weeks to get your reimbursement put back in your allotment.

UNITED ENHANCES BOARDING PROCEDURES

As many of you are aware, we have been working on getting our boarding processes right and have made a number of changes as we've worked toward that goal. With input from you and our customers, we're going to be making a series of changes during 2013 that we believe will improve customer satisfaction and increase the number of on-time departures.

Based on results of in-airport testing, we expect the changes we're introducing will make a better boarding experience for our customers and make it easier for our airport co-workers to manage departures. We anticipate that the new procedures will help shorten the average boarding time, helping us to reduce "slow boarding" delays that hurt our on-time performance.

Simplified boarding groups: In the first change, we are reducing the number of groups that customers are divided into for boarding, from seven to five. Instead of four groups for Premiers and premium customers and three groups for general customers, we will use two groups for Premiers and premium customers, including select MileagePlus credit card members, and three groups for the remaining passengers. We also are updating the clear and simple announcements that agents use to guide the boarding at our gates.

Revised gate layouts with dedicated boarding lanes: In the second change, which we expect to begin to roll out in March and April, we are planning to improve the layout of our gates by setting up designated lanes and clear signage for each of the five boarding groups. With the new layout, we will place greater emphasis on and create better access for Premiers and premium customers by designating specific areas for passengers to line up in advance of boarding. In addition to reducing crowding, these dedicated lanes will enable the existing Premier Access lane to function in its intended manner, allowing Premiers to board at their leisure throughout the boarding process.

We have been testing the layout at a variety of gates at each of our U.S. domestic hubs. Gate agents have given high marks, noting that the new layout helps them better manage departures and gives them more time to complete their departure management work. "We've set up this layout at B-8, and if you try to take it down you may have to fight some agents," ORD Customer Service Manager Jim Grabowski said.

Introducing the "WilMA" (window-middle seat-aisle) approach for general boarding: We will change the method we use to determine how customers are assigned to the three general boarding groups – 3, 4 and 5. The new method will speed the movement of customers onboard the aircraft as they stow their carry-ons and get seated. This last change, which requires more IT work, will come after the first two changes. The first group to board will be customers sitting in window seats, followed by those in middle seats and finally those in aisle seats.

UNITED AIRLINES LAUNCHES SATELLITE BASED WI-FI SERVICE

United Airlines has introduced onboard satellite-based Wi-Fi internet connectivity on the first of its international widebody aircraft, becoming the first U.S.-based international carrier to offer customers the ability to stay connected while traveling on long-haul overseas routes.

The aircraft, a Boeing 747 outfitted with Panasonic Avionics Corporation's Ku-band satellite technology, serves trans-Atlantic and trans-Pacific routes.

Additionally, United has outfitted Ku-band satellite Wi-Fi on two Airbus 319 aircraft serving domestic routes, offering customers faster inflight Internet service than air-to-ground technology (ATG). The company expects to complete installation of satellite-based Wi-Fi on 300 mainline aircraft by the end of this year.

"Satellite-based Wi-Fi service enables us to better serve our customers and offer them more of what they want in a global airline," said Jim Compton, vice chairman and chief revenue officer at United. "With this new service, we continue to build the airline that customers want to fly."

Customers have the choice of two speeds: Standard, priced initially between \$3.99 and \$14.99 depending on the duration of flight, and Accelerated, priced initially between \$5.99 and \$19.99 and offering faster download speeds than Standard.

United will install satellite-based Wi-Fi on Airbus 319 and 320 aircraft, and on Boeing 737, 747, 757, 767, 777 and 787 aircraft. Customers will be able to use their wireless devices such as laptops, smart phones and tablets onboard those aircraft to connect with internet service using the in-flight hotspot.

United is upgrading its fleet with more than \$550 million in additional onboard improvements, including: Offering the world's largest fleet of aircraft with flat-bed seats, with more than 175 aircraft with 180-degree flat beds in premium cabins once the airline completes the installation in the second quarter.

Expanding extra-legroom Economy Plus seating to provide the most such seating of any U.S. carrier.

Revamping the transcontinental "p.s." fleet of airplanes that fly between New York Kennedy and Los Angeles and San Francisco, offering an improved premium cabin with fully flat beds, Wi-Fi Internet service, and personal on-demand entertainment at every seat.

Improving inflight entertainment options with streaming video content on the Boeing 747-400 fleet.

Retrofitting overhead bins on 152 Airbus aircraft, allowing for significantly greater storage of carry-on baggage.

UNITED AIRLINES LAUNCHES NEW BAGGAGE DELIVERY SERVICE

United Airlines today launched a new baggage delivery option, enabling customers to have their checked bags delivered directly to their final destinations – within 100 miles of their arrival airports – and skip baggage claim upon arrival.

Baggage delivery by BagsVIP will initially be available to customers departing from any domestic airport and arriving in Boston, Chicago, Honolulu, Houston, Los Angeles and Orlando. The airline plans to expand the service to more than 190 domestic airports in the coming months.

"United's new baggage delivery service offers an alternative for travelers who prefer the convenience of having their checked bags delivered directly to their homes, offices or hotels," said Tom O'Toole, United's senior vice president of marketing and loyalty. "Our customers have told us this type of option adds value to their travel experience."

Standard rates for bag delivery within a 40-mile radius are as follows:

1 bag \$29.95, 2 bags \$39.95, 3-8 bags \$49.95.

Delivery is available up to a 100-mile radius for an additional charge that varies by distance. Delivery pricing is in addition to any standard checked-bag charges that might otherwise apply.

Paraprosookians

Going to church doesn't make you a Christian any more than standing in a garage makes you a car.

UNITED AIRLINES NOT LIABLE FOR 9/11 PLANE HIJACKING

U.S. District Judge, Alvin Hellerstein, in Manhattan 11/21/2012, granted a motion by the carrier for a judgment without a trial, saying it wasn't responsible for the tower's destruction. He dismissed the airline from the case.

World Trade Center Properties sued United Continental Holdings, American Airlines and others in 2008, claiming their negligence caused the tower's collapse. United "had a legal duty and a clear chance to prevent the hijacking of American Airlines Flight 11" when two hijackers passed through a Portland, Maine, security checkpoint for which United shared responsibility, the plaintiff said in court papers.

"United had no connection to Flight 11 or its hijackers," the judge wrote.

On the morning of Sept. 11, Mohamed Atta and Abdul Aziz al Omari arrived at Portland's airport, passed through its security checkpoint, flew to Boston's Logan International Airport, where they passed through two more checkpoints - neither operated by United, the court said - and boarded Flight 11 to Los Angeles. They hijacked the plane and crashed it into 1 World Trade Center in Lower Manhattan. When that tower fell, debris spewed into the facade of Tower 7, causing fires and eventually its collapse, according to court papers.

A spokesman for Silverstein Properties said the company is proceeding with a separate suit against United over the second plane that was flown into the trade center.

"While we are disappointed by the judge's ruling, his decision was limited to the narrow issue of whether United shared liability for the security lapses that led to the hijacking of American Airlines Flight 11," Bud Perrone, a spokesman for Silverstein Properties, said in an e-mailed statement. "The main claim against United, for its security lapses leading to the terrorists crashing United Flight 175 into the World Trade Center, is proceeding."

World Trade Center Properties is an affiliate of Silverstein Properties, which is developing towers at the site. Perrone said the plaintiffs look forward to persuading a jury to force the defendants' insurance companies to "pay up in order to finish the rebuilding of the World Trade Center."

Mary Ryan, a spokeswoman for Chicago-based United, said the company declines to comment on the ruling. United became United Continental Holdings in a 2010 merger with Continental Airlines Inc.

Other defendants in the case include Delta Air Lines, Massachusetts Port Authority, Boeing, US Airways Group, Midway Airlines and Pinkerton's.

The defendants also moved for summary judgment on the basis that World Trade Center Properties was "fully compensated" for the collapse by insurance.

UNITED LAUNCHES FIRST INTERNATIONAL DREAMLINER SERVICE

On January 3 United Airlines introduced daily nonstop 787 Dreamliner service between its hub at Los Angeles International Airport and its hub at Tokyo Narita International Airport. The service – previously operated with a 777 aircraft – is the first regularly-scheduled international route operated using United's 787 Dreamliner.

"We are delighted to offer our customers in Los Angeles and Tokyo the comfort and spectacular flying experience of our new Boeing Dreamliner aircraft," said Jim Mueller, United's vice president of Atlantic and Pacific Sales. "We look forward to offering our customers the opportunity to experience the Dreamliner on additional international flights in the future."

The flight, UA32, departs Los Angeles at 11:15 a.m., arriving in Tokyo Narita at 4:10 p.m. the next day. The return flight, UA33, departs Tokyo Narita daily at 5:55 p.m., arriving in Los Angeles at 10:35 a.m. the same day.

United's 787 Dreamliner is configured with 36 seats in United BusinessFirst, 70 seats in United Economy Plus and 113 seats in United Economy. The aircraft revolutionizes the flying experience for United customers and crews while delivering unprecedented operating efficiency, comfort and lower emissions. Customers on the flights experience greater comfort with improved lighting, bigger windows, larger overhead bins, lower cabin altitude and enhanced ventilation systems, among other passenger-friendly features.

CAPT JASON DAHL SCHOLARSHIP

Leon, I'm a 767 Capt. and have been working on the Capt Jason Dahl Scholarship for the last three years. You spoke to Capt Tom Bush recently and he passed on to me some of the things you discussed. First off, thank you for reaching out to us. You have been very generous in the years past and we have failed to recognize your support or even give you updates on what we have been doing. With that said I am going to get you up to speed where we are and our plans in 2013.

Jason attended San Jose State and he won a \$2,000 scholarship by writing an essay titled "Why I Want To Fly". We use the same premise with our applicants and ask them to write an essay and provide proof of college attendance. Last year 10 colleges participated and we selected one winner from each school. To Jason's Alma Mater we awarded \$5,000. Jeppesen gives us \$5,000 each year so that goes to a Denver school, Metro State. The other eight students each receive \$1000. We have had a successful fund raising events and at our December board meeting we will discuss the \$\$\$\$ to give away in May of 3013.

This year our first fund raiser was the annual "Birding Festival" put on by Capt Tom Bush. Tom and Jason were personal friends and Tom makes use of his business to help support the scholarships. <http://www.frontrangebirding.com/v/vspfiles/aboutus/birdingfestival.html>.

In May we raffled off a ride in a 1931 Stinson Tri-Motor and raised \$6,400. There is a group of business travelers who also are aviation enthusiasts. They belong to a group called "Flyer Talk" and they have 462,000 members worldwide. We post the Stinson ride on their blog and they donate through our websites paypal account. Here is a typical blog link; <http://www.flyertalk.com/forum/flyertalk-cares/1337056-6k-goal-met-dahl-fund-thank-you-flyertalkers.html>.

In August we raffled a ride in a T-6 Texan which races at Reno every year. American Airlines Capt John Lohmar owns the aircraft and donates the plane and his time. We also include tickets for the airshow and pit passes. This year we raised over \$19,000 from the generous Flyer Talk Community. <http://www.flyertalk.com/forum/flyertalk-cares/1379598-2012-dahl-scholarship-fund-drive-raise-10k-ride-t-6-racer-new-5k-match.html>. The next link is the winners taking their ride.

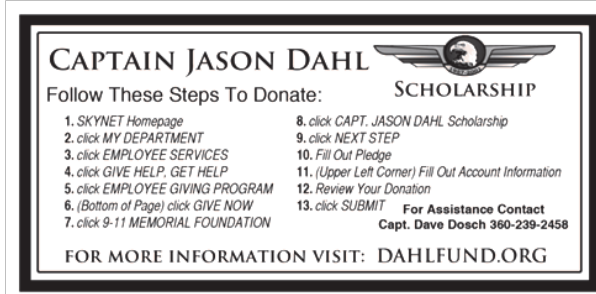
<http://www.youtube.com/watch?v=AgHpeckT3gc&feature=youtu.be>

Now for our employees. We have an ongoing fund raising drive which we call "Just A Buck". We listed The Capt Jason Dahl Scholarship on United's list of charities that employees can make contributions through a payroll deduction. We ask employees to donate \$1 per pay period and currently we are receiving \$16,000/yr. Attached are \$\$\$ we printed up to pass out to employees. On the back side are the instructions to donate. If any of the RUPA pilots have family working at United please let it be known they can donate. It is available to all employees.

The Just A Buck has been successful for us so we reached out to the wives of our three other pilots that lost their lives that tragic day. Capt Vic Saracini, First Officer LeRoy Homer and First Officer Michael Horricks. There are scholarships in each of their names and we listed them on United Charities. Now employees can donate \$1 per pay period to one or all four pilot scholarship programs.

In 2013 we will have the Birding Festival and the T-6 raffle. In place of the Stinson it will be a Ford Tri-Motor flown by both Charles and Amelia. Additionally we are working with Quaker State and Lube and Golden Corral for a fund raise on Patriot Day which is Sept 11th. Again thank you for reaching out to us and please let all the RUPA pilots know that we appreciate their support.

Capt Denny Flanagan
330-472-3146



UAL's TOP FLYER REACHES 1 MILLION MILES IN A CALENDER YEAR



United Airlines' most frequent flyer, Tom Stuker, became the first United customer to fly 1 million miles on United and United Express in a calendar year, reaching the mark on Dec. 6 onboard United flight 949 between London and Chicago.

This is the latest travel milestone for Stuker, who in July 2011 was the first person to fly 10 million miles on United and United Express. With more than 13 million miles flown, Stuker is one of commercial aviation's highest-mileage travelers.

"We congratulate Tom on another remarkable achievement," said Tom O'Toole, president of MileagePlus. "We look forward to having him fly with us for the next million miles and beyond."

"It has been a phenomenal year flying with United," said Stuker. "Everyone at the airline, from the customer service agents to the flight attendants to the ramp workers, has made my travels feel effortless."

Stuker estimates he has flown more than 6,000 flights on United, including about 400 flights IN 2012 alone. To equal the distance that Stuker achieved this year, a traveler would need to trek around the world about 40 times. Cruising at 570 miles per hour, a single nonstop flight of 1 million miles would land 73 days after takeoff. Stuker's 11 million miles flown on United would also put him about a third of the distance from Earth to Mars.

Stuker, an automotive sales consultant who – when not in-flight – lives in suburban Chicago and New Jersey, began clocking his miles after joining United's MileagePlus loyalty program in 1983. Since then, he has logged most of his miles flying to Asia and Australia and has flown to all fifty U.S. states.

AIRLINE MERGERS KEEP FAILING; LET'S DO ANOTHER

Posted by Jon Talton



When United Airlines merged with Continental Airlines in 2010, it was sold as salvation for both carriers. As the New York Times puts it, the deal "promised an unparalleled global network, with eight major hubs and 5,500 daily flights serving nearly 400 destinations. As an added benefit, the new airline would be led by (Jeffrey) Smisek of Continental, which was known for its attention to customer service."

As anyone who has followed the industry since deregulation could have predicted, the merger has turned into a disaster. The merged United has the worst on-time record of any airline, computer systems have repeatedly failed, employees and customers have been alienated, finances are a mess and shares of United Continental Holdings are in the cellar. This always happens. The good never survives. When plucky, beloved Piedmont Airlines was bought by the old USAir in 1989, all the pathologies of the acquiring airline survived and were amplified. Piedmont's reputation for great customer service and excellent operational performance became history.

This is no mere history lesson, though. American Airlines, which was partly dragged down by its 2001 merger with Trans World Airlines, is preparing to exit bankruptcy court protection and a marriage with USAirways is the talk of the industry.

Why do these deals keep happening? They eliminate competition in one of the most consolidated of American industries. Executives, investment bankers and lawyers involved in the merger make huge compensation. Suddenly "redundant" hubs, often expanded with local tax money, can be closed and thousands of employees ("carbon-based life cost centers") can be eliminated. Maintenance can be further outsourced to questionable outfits, often out of the country.

It's all about short-term looting and knocking off one more rival. None of it deals with the problems of "legacy" carriers, much less focuses on building business by, er, serving customers and being innovative. But in the absence of antitrust enforcement, they will keep happening and the damage will continue. The friendly skies, indeed.

NASA SPACE SHUTTLE-CARRYING JET LANDS FOR GOOD



NASA's original jumbo jet, which was used to ferry the space shuttles around the country, has landed at Ellington Field in Houston, where it is to stay.

The Shuttle Carrier Aircraft (SCA), often referred to using its tail number, NASA 905, was most recently used to fly space shuttle Endeavour to Los Angeles in September. The 747 jetliner was seen by millions of people as it made its way from the Kennedy Space Center in Florida to California, where it performed a scenic flyover of the state with Endeavour riding piggyback.

After Endeavour was offloaded, the SCA took off from Los Angeles International Airport, without fanfare, on what was reported to be its final flight: a 20 minute trip to NASA's Dryden Flight Research Center at Edwards Air Force Base in southern California. There, it was to join its sister SCA, NASA 911, as a parts donor for another of NASA's 747 jetliner-based programs, the Stratospheric Observatory for Infrared Astronomy (SOFIA).

Then a flight plan was filed for Ellington Field. NASA 905 was flown to Houston on Oct. 24, just in time for it to be on hand for the Wings Over Houston Air Show. The rumor on the flight line was that the public display was a preview of things to come. Static display

The rumors were right. "SCA pilots Jeff Moultrie and Bill Rieke and long-time SCA flight engineer Henry Taylor from NASA's Johnson Space Center flew the modified Boeing 747 jetliner from Dryden to Ellington Airport in southeast Houston Oct. 24, where the big Boeing jet will be retired and eventually placed on public display," a statement on NASA's website confirmed.

How, when and where NASA 905 will be exhibited is still to be announced -- if not also still to be decided. Houston was not awarded one of the retired flown shuttle orbiters that the SCA carried, but Space Center Houston, the official visitor center for Johnson Space Center, exhibits a full size, high-fidelity orbiter mockup.

Regardless of the details, the decision to display the aircraft ensures its history will be preserved.

An early-model 747-123 version, NASA 905 was the 86th 747 built, rolling out in 1970 and making its first flight on Oct. 15 of that year. After serving as a flagship jetliner for American Airlines for several years, the jumbo jet was acquired by Johnson Space Center in 1974 for use by the coming space shuttle program.

Prior to its conversion into a Shuttle Carrier Aircraft, the jetliner was the focus of several aeronautical research experiments conducted at Dryden (then known as NASA's Flight Research Center) including wake vortex turbulence studies that aided the Federal Aviation Administration in modifying airport approach-and-departure procedures for airplanes flying behind large commercial aircraft.

NASA 905 then underwent significant structural changes and upgrades by Boeing in 1976, to prepare it for the role it would serve for the next 35 years. Modifications to the 747 included beefing up the aircraft structure, adding attach points for mounting the shuttle orbiter and installing a flight crew escape system. The latter consisted of an exit tunnel extending from the flight deck to the bottom of the fuselage and pyrotechnics to activate the hatch and cabin window release mechanisms. The additions also included vertical fins mounted at the ends of the horizontal stabilizer (tail) to aid stability when carrying a shuttle, upgraded engines, removal of most of the interior furnishings, and installation of shuttle-specific instrumentation.

The converted jetliner then returned to Dryden to serve as a launch aircraft for the prototype shuttle orbiter Enterprise during NASA's Approach and Landing Test (ALT) program in 1977. The crew escape system was removed following the successful completion of the ALT program.

NASA 905 was then modified again from ALT launch to ferry flight configuration, and flew four test flights before being placed into service to carry the shuttle orbiters.

Although the primary function of the SCA was to transport the orbiters back to Kennedy Space Center from Dryden or other contingency landing sites, the aircraft also carried shuttles to and from Palmdale, Calif. for modifications and maintenance. NASA 905 also ferried the Enterprise for display at special events such as the Paris Air Show in France and the 1984 World's Fair in New Orleans, LA.

NASA 905 flew 70 of the 87 ferry flights during the shuttle program's operational phase, including 46 of the 54 post-mission ferry flights from Dryden to Kennedy. After the orbiters were retired, NASA 905 flew three ferry missions in 2012 to deliver the shuttles Discovery, Enterprise, and Endeavour to the museums where they are currently on display. After delivering Endeavour to Los Angeles on Sept. 21, where the space shuttle was turned over to the California Science Center, NASA 905 returned to Dryden to end its service to the shuttle program.

During its 42-year flight career, both as a commercial jet and as a space shuttle carrier, SCA 905 amassed 11,017 flight hours and made 6,334 takeoffs and landings. Currently, the SCA remains in flyable condition. A decision on its future use or retirement is still pending.

NASA's second Shuttle Carrier Aircraft, 911, was acquired from Japan Air Lines in 1989 and, after being modified for its new role, was delivered to NASA in late 1990. It was retired in early 2012 after 386 flights as a Shuttle Carrier Aircraft, 66 of which were ferry flights with a space shuttle mounted on top its fuselage. NASA 911 is now parked at Dryden's Aircraft Operations Facility adjacent to Air Force Plant 42 in Palmdale, Calif. It is now available as a source of potential spare parts to support NASA's SOFIA, a highly modified Boeing 747 that carries a 100-inch infrared telescope on science missions around the globe. Both SCAs were owned by Johnson Space Center, though they were based at Dryden during much of their service to NASA.

FRENCH COURT THROWS OUT CONTINENTAL CONVICTION IN CONCORDE CRASH

A French appeals court, on November 29, 2012, overturned Continental Airlines' conviction for manslaughter in the July 2000 crash of a Concorde jet that killed 113 people. But it upheld a civil judgment that metal from a Continental plane had set off a catastrophic chain of events that led to the tragedy.

The U.S. airline had been ordered in 2010 to pay about \$2.6 million in damages and fines after being found guilty of causing the accident. A court ruled that a metal strip from one of Continental's DC-10 planes had fallen onto the runway at Paris' Charles de Gaulle Airport and punctured one of the Concorde's tires, sending fragments of rubber into a fuel tank, which caught fire.

The stricken plane slammed into a hotel just north of Paris, killing all 109 passengers and crew and four people on the ground. Most of the passengers were German holidaymakers heading to New York to join a Caribbean cruise.

Continental, which since the crash has merged with United Airlines, rejected the ruling of involuntary homicide and argued that the aircraft was already on fire when it ran over the fragment of titanium. It described the verdict as "absurd" and launched an appeal claiming it was being used as a scapegoat to protect the French airline industry.

Appeal court president Michele Luga said she accepted expert statements that the metal from the Continental plane had caused the tragedy, but said this did not warrant criminal charges being brought against the airline. A charge of criminal negligence against one of the airline's mechanics was also overturned.

The appeal court's decision clears the way for a separate \$19.4 million civil lawsuit being brought by Air France for damage the tragedy caused to its reputation.

The fleet of Concorde supersonic planes, operated jointly by Air France and British Airways, was taken out of service in 2003.

Oxymoron

Why does "slow down" and "slow up" mean the same thing?

SAD COMMENTARY!

By Dick Borrelli

Just over one hundred years ago two brothers flew the first manned flight in a powered, heavier than air, aircraft. From that day aviation advanced in leaps and bounds as the technology developed and newer and better aircraft were built. The first airline passengers were flown in open cockpit aircraft, exposed to the elements, with no protection against the weather and the cold. Later, although the pilot still flew from an open cockpit, the passengers (usually no more than one or two) rode in an enclosed cabin seated on wicker seats, still with no heating or cooling. Navigation aids were nonexistent and the planes were unable to fly above the weather. Flying was a unique and hazardous adventure that only a few brave souls even dared to try and was also extremely expensive. **Pilots were considered heroes.**

The transportation of people for profit by air intrigued a number of aviation enthusiasts and soon the first airlines were born and aircraft were designed specifically to transport large numbers of people for long distances. The planes, for the most part, had either two or three engines and both a Pilot and a Co-pilot, an enclosed cabin, wicker chairs with lots of leg room, and a stewardess to provide service in the cabin. Limited food and beverage service was introduced and the era of luxury travel had begun. Since there were no radios or navigational aids, no one flew at night and at dusk the planes landed and the passengers spent the night in hotels or rode a train until morning. Transportation by air was strictly daylight VFR. **Pilots were considered daring.**

All of this changed just prior to World War Two with the advent of the **Boeing 247** and the **Douglas DC-3**. Commercial aviation became comfortable with padded, reclining seats, still with lots of leg room, hot food, and the ability to fly at night. Three abreast seating had not yet been invented. Travel by air had become practical although still pretty much only available for the well-to-do. Gentlemen travelled in suits and ladies all wore heels. Everyone dressed to fly. **Pilots were considered dashing.**

During and after World War two amazing advances were made in aviation technology and from this technology the super airliners were born. The **Lockheed Constellation** and the **Douglas DC-7** ruled the sky. Pressurization and superchargers had arrived. Airplanes now had four engines, heating, cooling, pressurization, autopilots, superchargers, radar, and the ability and range to fly over and around the weather. To deal with the complexity of the new designs a third crewmember was introduced to the cockpit to oversee and operate the systems. The flight engineer had come into existence. In the event of an emergency the work load was distributed evenly among the crew for the safest and most practical resolution of the problem. One pilot flew the aircraft, one pilot communicated and navigated, and the Flight Engineer devoted all his effort to the emergency. To fly extended overwater legs an aircraft was required to have four engines and an extended crew. Safety of flight was of paramount importance. **Pilots were viewed with awe.**

All of this was overseen by an agency called **The Civil Aeronautics Board**. They determined the frequency of flights, the number of seats to be supplied to each city, which airlines would fly each route, how often they would fly, and when. They also required that service be provided to smaller cities and, if these routes were not profitable, subsidized the routes. Available seats were determined by the needs of the community. The airlines, like the railroads, were luxurious, totally reliable, always on time, and the envy of the civilized world! Lobster in First Class, steak in Tourist. America had the best airlines, the best railroads, and the best telephone service in the entire world! **Pilots were considered to be skilled professionals.**

Then one day, in its infinite wisdom, Congress discovered and implemented **Deregulation**. It was decided that this system that had worked so beautifully for so long was actually flawed and without merit. Airlines were deregulated, railroads were deregulated, and the telephone system was dismantled. The skies were now open to anyone who could afford an airplane and fares were as low as the airline wanted to make them. Everyone jumped into the lucrative routes, competition became ridiculous, and fares and service plummeted as weaker and underfunded airlines began to fail at an alarming rate. Suddenly large four engine aircraft were being flown with a crew of two pilots, the flight engineer having been replaced by **Automation**. It was determined that engines were now so totally reliable that routes over water, previously flown by four engine aircraft with a flight engineer, could now be safely flown by twin engine aircraft without a flight engineer. The buzz word was reliability, but the hidden agenda was **Economy**. Somewhere in the process legroom, service, and food disappeared! It was simply too expensive to fly a four engine aircraft with a flight engineer

when a two engine aircraft with only two pilots could be substituted for far less money. An industry that had been founded on safety was now totally controlled by economics. **Pilots were considered to be expensive prima donnas.**

Due to their inability to serve secondary markets profitably, the major airlines simply withdrew service and the markets were abandoned. This created a new entity called **Commuter airlines**. Inexperienced pilots in little airplanes began providing feeder service from small towns to major hubs. Suddenly, after all the years of progress and service, passengers were once again flying in twin engine aircraft with no service, pressurization, leg room, or cooling. Schedules were haphazard or nonexistent, airlines were consistently on the brink of bankruptcy, delays were horrendous, and seventy five years of progress had been eliminated by legislators who didn't even know how to fly. **Pilots were considered an overpaid but necessary evil.**

The final and most devastating step was to convince the flight crews that they were paid far too much money, that their working conditions were too liberal, their duty rigs were unrealistic, and that they could all be replaced by **Automation**. Salaries were cut, retirement destroyed, medical benefits reduced, duty rigs eliminated, and layovers cut to bare minimums. Senior pilots with years of experience retired in droves, military pilots remained in the military, the pilot pool dried up, and qualified people became more and more difficult to find. Pilots are no longer required to fly because automation has taken over the responsibility of flight as well as navigation. New pilots will never learn to fly, but they can automate the hell out of an airplane! EFIS, FMS, and Dispatch now have total control of the cockpit. FADEC has taken control of power away from the crew. The steep turn has become an unusual attitude! The airplane can now land itself and most airlines require it. The aircraft is only really controlled by the pilot from the gate to liftoff and from rollout back to the gate. Everything in between is now done by **Automation**. In another ten years knowing how to fly will no longer be a requirement for a job as pilot and automation will wear four stripes. My question at this point is **"Who the hell is going to fly the airplane when Captain Automation dies?"** Perhaps by then there will be a First-Automation on board and perhaps even a Flight Automation. I hope so, because no one in the human crew, if there is one, will remember how to fly! **Pilots have become unnecessary and obsolete!**

RIP, Airline Pilots. You were killed by deregulation, economics, and automation. Unfortunately safety, skill, and Command responsibility died with you. It was a rough ride and you died early, but you will be remembered with love and pride by all of us who learned piloting from the old timers – the true aviation pioneers! **So long Eastern, TWA, Pan Am, Northwest, Northeast, Capital, Braniff, Western, Wien Air Alaska and National!** RIP! Dick Borrelli, Editor

BREAKFAST: HOW DOES IT HELP WEIGHT CONTROL?

Mayo Clinic Expert Answers: *from Katherine Zeraisky, R.D., L.D.*

Why does eating a healthy breakfast help control weight? **Answer:**

Here are some of the ways that regularly eating a healthy breakfast may help you lose excess weight and maintain your weight loss:

Reduced hunger. Eating breakfast may reduce your hunger later in the day, which may make it easier to avoid overeating. When you skip breakfast, you may feel ravenous later and be tempted to reach for a quick fix - such as vending machine candy or doughnuts at the office. In addition, the prolonged fasting that occurs when you skip breakfast can increase your body's insulin response, which in turn increases fat storage and weight gain. In fact, skipping breakfast actually increases your risk of obesity.

Healthy choices. Eating breakfast may get you on track to make healthy choices all day. When you eat breakfast, you tend to eat a healthier overall diet, one that is more nutritious and lower in fat. When you skip breakfast, you're more likely to skip fruits and vegetables the rest of the day, too.

More energy. Eating breakfast may give you energy, increasing your physical activity during the day. A healthy breakfast refuels your body and replenishes the glycogen stores that supply your muscles with immediate energy. Skipping breakfast is associated with decreased physical activity.

So, if you skip breakfast - whether you're trying to save time or cut calories - you may want to reconsider, especially if you're trying to control your weight.

AIRPORT SECURITY IS KILLING US

by: Charles Kenny

Do you feel that our security is as safe, that we're as strong as we were four years ago? For millions of Americans, the misery of travel is made considerably worse by a government agency ostensibly designed to make our journeys more secure. Created in the wake of the Sept. 11, 2001, attacks, the Transportation Security Administration has largely outlived its usefulness, as the threat of a terrorist attack on the U.S. homeland continues to recede. These days, the TSA's major role appears to be to make plane trips more unpleasant. And by doing so, it's encouraging people to take the considerably more dangerous option of traveling by road.

The attention paid to terrorism in the U.S. is considerably out of proportion to the relative threat it presents. That's especially true when it comes to Islamic-extremist terror. Of the 150,000 murders in the U.S. between 9/11 and the end of 2010, Islamic extremism accounted for fewer than three dozen. Since 2000, the chance that a resident of the U.S. would die in a terrorist attack was one in 3.5 million, according to John Mueller and Mark Stewart of Ohio State and the University of Newcastle, respectively. In fact, extremist Islamic terrorism resulted in just 200 to 400 deaths worldwide outside the war zones of Afghanistan and Iraq-the same number, Mueller noted in a 2011 report (PDF), as die in bathtubs in the U.S. alone each year.

Yet the TSA still commands a budget of nearly \$8 billion-which is why the agency is left with too many officers and not enough to do. The TSA's "Top Good Catches of 2011," reported on its blog, did include 1,200 firearms and their top find-a single batch of C4 explosives (though those were discovered only on the return flight). A longer list of TSA's confiscations would include a G.I. Joe action doll's 4-inch plastic rifle ("it's a replica") and a light saber. And needless to say, the TSA didn't spot a single terrorist trying to board an airline in the U.S., notes Bruce Schneier.

According to one estimate of direct and indirect costs borne by the U.S. as a result of 9/11, the New York Times suggested the attacks themselves caused \$55 billion in "toll and physical damage," while the economic impact was \$123 billion. But costs related to increased homeland security and counterterrorism spending, as well as the wars in Iraq and Afghanistan, totaled \$3,105 billion. Mueller and Stewart estimate that government spending on homeland security over the 2002-11 period accounted for around \$580 billion of that total.

The researchers quote Rand Corp. President James Thomson, who noted most of that expenditure was implemented "with little or no evaluation." In 2010, the National Academy of Science reported the lack of "any Department of Homeland Security risk analysis capabilities and methods that are yet adequate for supporting [department] decision making." In short, DHS (and the TSA in particular) is firing huge bundles of large denomination bills completely blindly.

There is lethal collateral damage associated with all this spending on airline security-namely; the inconvenience of air travel is pushing more people onto the roads. Compare the dangers of air travel to those of driving. To make flying as dangerous as using a car, a four-plane disaster on the scale of 9/11 would have to occur every month, according to analysis published in the American Scientist.

Researchers at Cornell University suggest that people switching from air to road transportation in the aftermath of the 9/11 attacks led to an increase of 242 driving fatalities per month-which means that a lot more people died on the roads as an indirect result of 9/11 than died from being on the planes that terrible day. They also suggest that enhanced domestic baggage screening alone reduced passenger volume by about 5 percent in the five years after 9/11, and the substitution of driving for flying by those seeking to avoid security hassles over that period resulted in more than 100 road fatalities.

That's not to say TSA employees bear responsibility for making the roads more dangerous-they're just following incentives that reward slavish attention to overbearing and ambiguous rules over common sense. And don't blame the officials of Homeland Security, either. They're merely avoiding the far greater backlash associated with doing nothing than with doing something-even if nothing is probably the right course in a lot of cases. Instead, the blame lies somewhere among the politicians, the media, and the electorate, who will happily skewer officials over a single fatal plane incident while ignoring car crashes, gun homicides, and even bathtub accidents, which kill far more Americans than terrorism does.

If Americans really care about saving lives, for goodness' sake, don't beef up airport security any further.

REDUCING GLOBAL TOURISM EMISSIONS

In its on-going effort to cut global tourism emissions, *United Nations World Tourism Organization* (UNWTO) brought together experts from United Nations agencies and Oxford University at UN climate change talks in Qatar to present the latest strategies helping to reduce tourism's contribution to global warming.

Cutting-edge alternative aircraft fuels, emissions trading schemes for aviation, water recycling systems on cruise liners, and improvements in hotel insulation were among the innovations presented during the UNWTO side event, The Tourism Sector Response to Climate Change, at the 18th Conference of the Parties to the UN Framework Convention on Climate Change (COP18) in Doha, Qatar (November 29, 2012).

“As tourism continues to grow, providing economic opportunities and jobs for millions worldwide, its carbon dioxide emissions are also on the up,” said UNWTO Secretary-General, Taleb Rifai, ahead of the event, “We have a window of opportunity right now to move away from business-as-usual policies and to put the right strategies in place to significantly reduce our emissions.”

On the occasion of the event, which counted on the participation of the International Civil Aviation Organization (ICAO); the International Maritime Organization (IMO); the Oxford University Centre for the Environment; and the UN Educational, Scientific and Cultural Organization (UNESCO); UNWTO officially launched the publication, *Tourism in the Green Economy*.

The publication builds on the tourism chapter of the 2011 UNWTO/UN Environment Program (UNEP) Green Economy Report, which finds that an investment of just 0.2% of global GDP per year between now and 2050 would allow the tourism sector to grow steadily over the coming decades, contributing to much-needed economic growth, employment, and development while ensuring significant environmental benefits such as reductions in water consumption (18%), energy use (44%), and CO2 emissions (52%), as compared to a business-as-usual scenario.

WHEN PRAYER REALLY COUNTS IN AIR TRAVEL

By Rick Gladstone/New Your Times

The call to prayer, a five-times-a-day ritual for strict adherents to Islam, is reaching new heights in Iran.

Under a directive announced in December, 2012 by Iran's Civil Aviation Organization, all aircraft will be prohibited from flying across the country during the Adhan, or call to prayer, when many devout Muslims pause to face toward Mecca and pray. The directive also requires that planes scheduled for takeoff in Iran will now have to wait at least 30 minutes until after the day's first call to prayer, before sunrise, known as Al-Fajr.

Hamid Reza Pahlevani, the head of the aviation organization, was quoted as telling the Iranian Students' News Agency that the directive was meant to give air travelers the time "to carry out their religious duties."

The directive appeared to be part of a strengthened effort in Iran to enforce obedience to orthodox Islamic codes of conduct in all manner of life. Ali Taheri, a spokesman for Parliament's cultural committee, was quoted by Reuters as saying that in addition to the new restrictions on aircraft flights, serious attention will be given to observing the strict Islamic dress code for women working at airports or airline companies. The code requires women to cover their hair and wear loosely fitting clothes that will cloak their figures.

It was unclear, however, how Iranian aviation officials intended to resolve possible scheduling complications created by the call-to-prayer flight restrictions. The Civil Aviation Organization directive also did not explain whether flights in midair would be forced to land or be rerouted in order to satisfy the requirement that no aircraft fly during e call to prayer.

According to Islamicfinder.org, which provides information on daily call-to-prayer times worldwide, they vary significantly in Iran. In Tehran, for example, they are at 5:38 a.m., 2:03 p.m., 2:40 p.m., 4:58 pm. and 6:23 p.m. In the holy city of Qom, they are 5:42 am., 12:08 p.m., 2:45 pm., 5:03 p.m. and 6:28 p.m.

EATING HEALTHY ON THE ROAD



Your stress level could be measured on the Richter Scale. Your flight has been delayed. The kids are crying. Your husband is yelling. Starving, you find the nearest food vendor and order a \$12 basket of chicken fingers with fries. Been there? Done that? Eating healthy on the road has long been a struggle for travelers.

The good news is that consumers are demanding more nutritious options when they fly -- and the industry is responding, says Renate DeGeorge, director of culinary services for HMSHost, which operates dining facilities at more than 100 airports worldwide. In recent years HMSHost has made

several changes to their menus, including adding a variety of new salads, offering hummus plates as an appetizer and providing whole-grain bread for sandwiches. "Most places now offer a variety of healthy options no matter where you stop, so that every traveler can find something they are looking for," DeGeorge wrote in an e-mail.

Here are five ways you can make sure you eat right while flying this holiday season. Have a plan. You know your departure time, arrival time and the time you'll -- hopefully -- have during a layover. Use that schedule to plan full meals throughout the day.

"A meal in general is typically the same calories as many snacks," says Charles Platkin, founder and editor of DietDetective.com. But if you eat a real meal, "you're actually going to get decent nutrition...and you're going to feel a higher level of being satiated."

For example, if you leave early in the morning, plan to eat breakfast at home. If you'll be on the plane during lunch, decide what you'll eat in the air before you get to the airport. If dinner will be late because your plane lands after 8 p.m., make sure to eat a bigger protein- and fiber-filled lunch to tide you over.

When mapping out your meals, remember to prepare for the possibility that your timing and/or location could be thrown off by a delayed flight or missed connection. Which leads us to our next hint...

Know your airport. Every year the Physicians Committee for Responsible Medicine reviews the food served at the busiest airports in the United States. In 2012, the group found that on average 76% of airport restaurants sell at least one low-fat, high-fiber, cholesterol-free vegetarian entrée. In other words, the excuse "there's nothing healthy to eat at the airport" is no longer valid (sorry).

Airport restaurants in Newark, New Jersey; Las Vegas; or Detroit are most likely to offer a healthy option, according to the PCRM report, while Ronald Reagan Washington National Airport and Hartsfield-Jackson Atlanta International Airport landed at the bottom of the group's ranking for the third year in a row. So if you're passing through D.C. or Atlanta, stock up on some healthy fare beforehand.

Know your airline. Platkin publishes an annual food investigation survey that ranks the snacks and onboard food-service offerings from most major airlines. "When you're a passenger on an airplane, you don't really have much choice," he says. "You're a captive audience and that creates a higher standard that airlines need to have."

Virgin America and Air Canada each earned four stars on Platkin's site for offering plenty of healthy options and providing calorie information for consumers. Platkin recommends Virgin's snack boxes -- like the protein meal with hummus -- and Air Canada's Roasted Chicken Wrap with salsa. You can check out his recommendations for other airlines [here](#).

Pick wisely. Most of us have at least a general idea of what's good for our bodies (a fruit plate) and what's not (a king-size chocolate bar). Making smart decisions is half the battle. The other half is knowing where hidden dangers lie. Platkin cautions consumers to be wary around anything that comes with a sauce, whether it's salad dressing, mayonnaise on a sandwich or caramel dip for your apple slices. Even an extra tablespoon can add unnecessary calories. Also be on the lookout for packaged snack foods like chips or crackers that are probably high in sodium. "Look for things that are in their natural state," he says. Most importantly,

avoid fried food, DeGeorge says. Anything smothered in batter then dipped in hot oil isn't good for your health, even if it did at one time resemble a vegetable.

Pack for emergencies. You always pack an extra pair of underwear in your carry-on, so why not some extra healthy snacks too? "We often underestimate the amount of time a trip can take," Platkin writes on his site. "A two-hour flight could mean four or five hours of travel."

Although liquids are restricted, most foods can be taken through security, according to the Transportation Security Administration. Platkin recommends dry cereal like shredded wheat, energy bars or cold cut sandwiches. Raw fruits and vegetables are also easy to pack and carry onboard.

HUMAN METABOLISM EXPLAINED

by Dr Bryan Malakou (<http://tiny.cc/s5pcqw>)

Insulin sensitivity and insulin resistance: Without muscular effort, and in the presence of a refined carbohydrate diet, the muscles become packed with glycogen (insulin drives the glucose into the cells to be stored as glycogen). With unrelenting ingestion of carbohydrates, glucose builds up in the blood stream and because the muscles can take no more glucose their receptors become resistant to insulin. High levels of both glucose and insulin build up in the blood stream. Because the muscle cells are full and have become "insulin resistant", the glucose has nowhere to go so it is transported to the liver where, in the presence of high insulin, it attaches to fatty acids forming triacylglycerol which is moved into fat cells converted to triglycerides and stored as fat.

To reverse this, it has been shown that high intensity muscular contraction is required (eg lifting weights until the muscle fails- unable to do another rep.). This depletes glycogen and also releases adrenaline which in turn cleaves large amounts of glycogen from the muscle cells. Now the glucose that was accumulating in the blood stream is taken up by the muscles which again become sensitive to insulin, allowing the levels of both glucose and insulin to drop. Insulin sensitivity returns and the condition of "insulin resistance" is resolved. High intensity muscular effort aids body fat loss in 3 ways.

1. Calories are burned during exercise, but more importantly the BMR (body's metabolic rate) is raised for hours afterward while the body replenishes the muscles and effects muscle repair.
2. Increased muscle mass raises BMR.
3. Insulin level drops resulting in less triacylglycerol and hence less body fat. High intensity exercise stimulates adrenaline which stimulates a cascade of hormone sensitive lipase which allows the mobilization of fat for energy.

Vital to this process is a hunter-gatherer diet ie: a low glycemic diet. People on a low calorie diet who still eat high glycemic foods still have a high insulin level and they fail to lose weight. Even people on a hunter gatherer diet reach a point of homeostasis above their ideal body weight and require the intense exercise to lose weight further.

Cholesterol demystified!

Atheroma are the hardened plaques of inflammatory cells containing cholesterol and connective tissue which line the inner walls of blood vessels blocking blood supply to vital organs resulting in heart attacks, strokes, kidney disease and a multitude of other health problems too numerous to detail here. Insulin is a pro inflammatory hormone which in the presence of high glucose causes oxidative damage to tissue, and in particular, the inner walls of arteries. Cholesterol is required to patch up these damaged inflammatory patches inside blood vessels.

Editor note: Cholesterol is anti-inflammatory: <http://tiny.cc/9t48lw>. It only becomes sticky when it is heated where the immune reaction is "cooking" the protein of the invading pathogen that has infected the arterial walls. It sticks to the infection site and stops the inflammation, at some temperature. It forms a cap or cover on the wound. When the dead cell cholesterol cap sluffs off, those particles can become the blockage causing heart attacks.

STUDIES TIE ABNORMAL PROTEIN BUILDUP TO DEMENTIA

By Denise Grady/New York Times

"If there's something to be done, I want to be in on the ground floor," said Elizabeth, 67, a woman participating in studies of frontotemporal degeneration at the University of California, San Francisco.

She asked to be identified by only her middle name to protect her privacy. She is healthy, but she has tested positive for a rare gene that makes the brain disease virtually inevitable; her father, her grandmother, two of her three brothers and other relatives have been affected.

Scientists think that abnormal protein deposits inside brain cells cause frontotemporal degeneration. The proteins vary, but they do not include amyloid, the substance found in Alzheimer's patients.

In about 40 percent of patients, the deposits are an abnormal form of a protein called tau, which normally gives structural support to brain cells. (Tau is also one of the proteins found in Alzheimer's patients.)

Two other types of deposits are abnormal versions of proteins involved in other cell functions. In about half of all patients with frontotemporal dementia, the protein is one known as TDP-43, and in about 10 percent it is a substance called FUS.

But why do these protein deposits form? Often, the underlying reason is not known.

At least half of all cases are sporadic, in people with no family history of the disease and no known genetic disorder. About 40 percent of patients do have a family history, and some may have an identifiable genetic mutation.

In the remaining 10 percent - families like Elizabeth's - the disease is definitely inherited: a dominant gene makes the symptoms inevitable, sometimes as early in life as the 30s or 40s, in anyone who inherits a copy from an affected parent. And each child of an affected parent has a 50-50 chance of inheriting the bad gene. So far, most inherited cases have been linked to mutations in two genes, both on the same chromosome, number 17. One gene codes for tau. The other gene codes for a protein called progranulin and causes a deficiency of it, which appears linked to the buildup of TDP-43. Three other genes are involved in some cases, and researchers are looking for still more.

"Drugs that increase progranulin or prevent tau buildup may also help people with Alzheimer's disease," said Dr. Bruce L. Miller, a professor of neurology and psychiatry at the University of California, San Francisco.

Tests in mice suggest that a drug called nimodipine, already approved to treat another condition, may increase progranulin in the brain.

Li Gan, another researcher at U.C.S.F., who is studying the drug in animals, said, "The attractiveness of this approach, if it proves effective, is that it is relatively safe and has been used for quite a few years in people." But increasing progranulin is not without risk: in animal experiments, high levels increase the risk of cancer. "Here, we're talking about stabilizing something that's deficient," Dr. Miller said. "We're optimistic that it won't be a major stumbling block."

However, animal studies indicate that the nimodipine dose needed may be dangerously high. Dr. Gan said it was not quite ready for tests in people yet.

Dr. Miller said another drug, one not yet approved, would probably be tested first, maybe as soon as early next year. The first test subjects will be patients of Dr. Miller's who already have symptoms. Later, the drugs might be offered to people at risk but not yet affected.

"What is so fascinating about this is, what do you define as 'affected' in somebody who carries a gene that is going to cause a slow, subtle social decline? What are good markers for someone who is starting to get sick?" Dr. Miller asked. "Addictive behaviors - drugs, alcohol, gambling - bad decision-making, alienation of other people around them. These are things that we never realized could represent the first symptoms of a degenerative disease."

Among his patients are people who have the dominant gene and whose children are therefore at risk. One is a woman with five children, ranging from their 20s to 40s.

"These families have become my passion and interest," Dr. Miller said. "These are social genes."

Elizabeth's progranulin levels are already low. If a drug could raise them, would she take it?

"Absolutely," she said

LETTERS

LEROY BAIR--Gurnee, IL

December 28, 2012 – A day after my 74th birthday. I knew it couldn't last – being on time the last 2 years. I had the “bug” yesterday so I'll use that as my excuse.

We've had another great year keeping busy following the grandkids sports teams – baseball, volleyball, and ice hockey. We did a little traveling – in March we flew (don't even consider passes) to California for Eva's cousins wedding on the beach in Laguna Beach. It was lovely but the weather was warmer in Chicago that week. In October we did a river cruise from the Black Sea to Budapest. Vantage Travel asked us to adjust our travel dates and as an incentive to switch, they upgraded us to the top suite on the boat. What luxury!! It'll be hard to go back to the regular cabins. In July we joined Class 65C Pilot Training Class (Moody AFB) at their reunion in Milwaukee. I was an instructor in the class and have been happy to be included in their reunions these past few years. One day we all went to the EAA Air Show. It was great as always but I think we chose the hottest day of the year. Fortunately, our host had access to one of the VIP



tents along the runway which made the whole day much easier to enjoy.

Our sons will both be part of AbbVie as of January 1. It's the new spin-off company of Abbott Laboratories. Steve, our oldest, gave us quite a scare this year. His leukemia is still dormant. But in July, he came down sick and his internist sent him to the local hospital to get some fluids for dehydration and a shot for the nausea. There they found out he had an infected gall bladder. To make a long story short he was in 3 different hospitals in 4 days. Nobody wanted to touch him with his history. He wore a drain from the gall bladder for 3 months before the removal surgery was done at Northwestern Memorial Hospital in Chicago. A week after the surgery the scab from the drain broke loose and began draining again. Doug, his son, took him to the local hospital. He went back to see his dad the next day and found that they had again moved him downtown to Northwestern. Steve says he's seen enough of the inside of ambulances to last a lifetime. But he seems to be on the mend now and back to work fulltime. He sees his oncologist next week and is scheduled to resume his retuxin treatments shortly thereafter. His doctor wanted to stretch out his treatment plan and see how the leukemia reacted but hadn't planned on doing it this way. He hasn't had a treatment since April – he was one week short of a treatment when we got sick in July. So maybe he will only have to have them every 6 months now – that was the hoped for result from the beginning.

I manage to fill my days with projects around the house. I also keep my mother's place mowed, etc. I'm still the liaison for one of the close-in camps for the Boy Scouts and have been asked to return to the Executive Advisory Board for the coming year. Eva had been let go from the Boy Scout office in January but was asked to return in November. She and her girlfriend will be going to the Florida Sea Base in Islamorada Key in January for a conference on Boy Scout Advancement. The husbands will be joining them the second week in Orlando.

Eva and I celebrated our 50th Wedding Anniversary on June 16th. Where have the years gone?

Thanks for all the great articles in the magazine. We enjoy reading each month and appreciate the time it takes to put it together. Hope everyone has a happy and healthy new year.

VERN BALDESHWILER--Cheyenne, WY
Greetings from Wyoming. My birthday was on Veteran's Day and this old Veteran of 39 military years made it to 82, and thankful for that.

I have never found life to be boring or dull and I had an adventure last April that may be a challenge to "Can You Top This?" Following is an explanation of the event by my wife, Paula, to the rest of the family and friends:

About one year ago Vern had a tooth that needed to come out and so the plan of action was to take it out, make an impression, put in some bone grafts and make a temporary tooth and wait for the grafts to attach. Vern went to the dentist to have the crown (tooth) put in. So far all was going well. The dentist put the crown into place and let Vern look at. The next step was to try dental floss between the new and old 'tooth'. At this point, the tooth popped out and right down his throat. The dentist was horrified. We have learned since that this is the worst fear of every dentist. He called our primary doctor and then sent Vern to the hospital to have a chest x-ray. The x-ray was sent to doctor who found that the tooth was in the lung!! The Doctor called in a pulmonologist to see Vern. The pulmonologist worked with a flex scope to try and get it out from a very small bronchiole in the bottom of the right lung. At one point he was able to get the tooth in a basket type device, but only got it halfway up the throat and it slid off right back to his little resting home. He worked for 1 hour and 45 minutes to no avail, so the next step was to gather a surgical team, which included the Pulmonologist, a heart/lung surgeon, and anesthesiologist and OR nurses. They took Vern to the operating room so they could try with a rigid tube. Again, they worked very hard but were unable to get it out, and had bleeding and swelling in the lung from the trauma. The surgeon said they were scheduling Vern to have a thoracotomy the next day. The anesthesiologist tried once more to remove the tooth while the surgeon was talking to us, and lo and behold he succeeded. Praise to God!! They had to flush the lung due to the blood and took more x-rays to make sure everything was OK. He was taken to recovery and then to ICU. The next day the doctor told us how lucky Vern was as opening the chest up for this kind of surgery had very little chance of being very successful. He was taken out of ICU and put in a bed on the floor, given IV antibiotics for possible

infection and steroids to help reduce the swelling. His poor tongue was black, and both upper and lower lips had bruises from the tubes. He was sent home with oral antibiotics and steroids. He says he now holds the world's record for the longest distance extracting a tooth--from mouth to bottom of the lung.

This was an experience I hope no one else ever has. I certainly owe a debt of gratitude to the Anesthesiologist who had watched the other Doctors for hours trying desperately to remove the crown. He said I can get it and he did, and he saved me the pain and hazard of a very serious surgery! Thank God for such great people!

Thanks to the *RUPANA* crew for doing a great job, keep it up. **Vern**

BOB BEAVIS--Pompano Beach, FL
Greetings: Barb and I are still in Pompano Beach, FL for the winters and in Sea Girt, NJ if not traveling.

Last flight for UAL will be 10 years ago this Jan 17th. (My gosh, 70 years old sounds weird.)



I have been fortunate to continue to fly the past nine years in a Citation II based in KFXE in the winter and KBLM the rest of the year. Flying the Jersey Aero Club airplanes and sailing our Hunter 340 "Patriot" keeps the fun meter pegged. The picture is of me in Bob and Ralph Steward's ultralight.

We are somewhat healthy and our kids are well. Pete and Paul still active duty USCG and live in the DC area and a short 4 hour drive for us to visit the 4 (about to be 5) grandkids. Patti still solo out in COS working with Wells Fargo. Paul is trying to give me safe for solo training in his tail wheel C-185 that is hangared at KVKX just east of KDCA. My previous rating in the DC-3 is of no help in takeoff or landings or to ease the embarrassment of my lack of good rudder control.

Thanks to all the RUPA staff for their efforts that remind us all of the good times and people from the past and the changes necessary to cope with the new UAL.

S/F, **Bob**(bbeavis@optonline.net)

HARLIN BELL--Moneta, VA
THANKS TO ALL FOR THE PUBLICATION.
The year started out very well, "Leaping and Cavorting" enjoying life, eating and drinking (moderately) and then- it all blew up. Heading for the shower one night, noticed a small spot on my "ample" belly, brushed at it-no go. A tick had started a harmonious relationship with me. Brushed, pulled, tugged, and finally jerked him loose--with a small chunk of me. To the clinic, onto antibiotics, blood tests, etc. Finally was told all clear??????? Then this fall, changing a belt on a riding lawn mower, it slipped and smacked me in the left eye, next morning, the eyeball was about the size of an English walnut and coal black. I had ruptured every capillary in the eye. I'm on my third ophthalmologist, getting three (3) shots in the eye on a scheduled basis. Some improvement, won't tell the billing notice--but one visit takes my monthly retirement check to cover it. Oh yes-- the three shots all take place on the same visit. Don't sweat it, if it happens to you, no pain. The eye has no nerves so no pain when you get the injection. The eye is dilated to increase the size of the capillaries so as to increase the flow of medication through out the eyeball. After that a "bone spur" in the left heel and an Achilles Tendon is rearing its ugly head. AHHHH not too bad.

This month comes the pair of 8s, and completed 28 years of retirement. Just a few more and will have duplicated my employment with my retirement. I'm not complaining, I'll take this instead of the alternative.

Drive careful, automobiles aren't the only thing the MAKER recalls. *Harlin*

CHRIS BEVAN--Ellensburg, WA
Another year down the drain! Retired ten years and counting!

Winter in AZ, and summers in WA. Only golf five days a week while in AZ.

Good job with the *RUPANEWS*, I read it cover to cover. *Chris*

FRENCHY BOURGEOIS--Scottsdale, AZ
Joan and I celebrated our third anniversary on January 16. I've been blessed with two ladies in my life. I gave my C-182 to my son in 2006 when I lost my medical. He has had several strokes in the last six

months, so he has to give up flying.

My new bride, Joan, is a very social lady, so we do a lot of entertaining. It keeps me young. I celebrated my 85th birthday in January.

You guys do a great job putting out the NEWS every month. *Frenchy*

JERRY BRADLEY--Boca Raton, FL
Hello to everyone, Another good year is past and Pat and I are still fit and well.

Two cruises this year. Holland America from Barcelona to Venice for two weeks in June and then Princess a couple weeks ago to the Southern Caribbean. In the past two or three years, every time we deviate from Holland, we are disappointed. This last Princess cruise will be our last deviation. Nothing compares to Holland. We thought that Celebrity and Princess were still a close second but not anymore. As they have gone downhill, Holland continues to get better. For what it's worth, that is our opinion.

We took our first lengthily UA trip in October. We went FLL, IAH, SFO overnight to HNL and then Kauai, SFO overnight, IAH to FLL return. The worst that happened was we didn't get on the first connecting flight to FLL from IAH and had to put up with a really good seafood dinner upstairs at Houston airport and got on the next flight. From SFO to HNL in the morning, there were about 40 seats open and 75 SA's. We were numbers two and three to board and all 75 got on. We had at worst and Economy Plus seat on every flight. The ground and flight employees could not have been nicer to us, airplanes were clean and it was overall a very successful adventure that we will soon replicate. I think I understand the rules now which will make it easier and better next trip. One recommendation, get an ipad. I haven't had a good reason to get one until now, but SA travel gave me one. There is a good way to get one too. Give one to your wife for the next celebration, i.e., Christmas in my case. It makes it like free. On top of that, she likes it.

We are going to New York for Christmas to my oldest son's house. Bought a ticket for this one. Going to New York isn't the adventure that it was in the 60's and 70's. I flew it frequently with Don Stiff, who many of you may remember. We always walked from the St. Moritz to Greenwich Village for dinner and then walked back with a beer and pee

stop at Hurley's. Don gave me a good tip when going to an Irish bar back then. He said, "When the fight starts (not if) don't hit anyone in the face." I haven't been in an Irish bar since he told me that.

Regards, *Jerry*, MIA, SFO, LAX, MIA, CLE, MIA, ORD, MIA, JFK, MIA, JFK, LAX. I'm tired thinking about it.

TOM BRANCH--Denver, CO

All the family healthy and active - looking forward to another ski season, and hoping for better snow than last year.

Check in the mail, early for the Very first time, and many thanks to those responsible for keeping this Communication going.

Don't see too many familiar faces while travelling Space A - I guess guys my age have better sense. Oh well, we've been Pretty lucky using vacation days.

Til next year. *Tom*

JOHN P. BROWN--Hayward, CA

Quite a year, in that nothing much has happened to me, per se. No travel to speak of, certainly not via UA. Been there, done that, and enjoyed almost all of it, but I haven't flown on my "old" airline since the merger, and have no intentions to do so. Southwest is my airline of choice, and that only because they happen to serve MDW from OAK. Happenstance. You know, I can recall, years ago, when Dick Ferris was running the show. The word then was, "Dick Ferris. Before he dicks you!" Many years later, but the same situation applies now.

My 84 year old brother lives alone in Newark, just south of me, and is in poor health. My 82 year old sister is in an assisted living care facility in LaPorte, IN, and is having memory problems. It's sad to see where all of this is going. I turned 73 last Sunday, and am very grateful for being able to "navigate" without problems.

Merry Christmas to all. *John*

THE SENILITY PRAYER :

Grant me the senility to forget the people
I never liked anyway,
the good fortune to run into the ones I do, and
the eyesight to tell the difference.

CHESTER CASSEL--Fairfax, CA

Dues on to Leon. Retired since 1983, and am doing great health wise.

I enjoy the *RUPANEWS* and the crew that puts it together. *Chester*

ROGER DELOZIER--Evergreen, CO

We just got back from the RUPA European Riverboat Cruise through the Danube and Rhine. We first flew to Basel, Switzerland (Lufthansa) and bought a 5-day Eu-Rail pass. Took the Glacier Express through the Alps, including Zermatt, Limsbrook, and St. Moritz. It was absolutely breathtaking.

We met up with the RUPA group in Vienna, and circled back around to Basel by riverboat. Of the 111 people onboard, 42 were RUPA. We saw the Matterhorn, beautiful churches and cathedrals, Chardonnay wine vineyards (by tractor) and a canal ride through Strasbourg, France.

Of course, cruising the rivers while sitting on the top deck was what it's all about. Had a super time, with great food and free wine.

Another birthday and we feel lucky to have our health.

Roger

BILL DENHART--Spokane, WA

Wow! With the 89th birthday come and gone, life doesn't move so fast.

I'm enjoying good health, good friends and happy hour. Just replaced my shoulder, due to damage caused by carrying that damned 40 lb flight bag all my working days.

Best to all, *Bill*

BARRY DIXON--Las Vegas, NV

Yo Cleve: That time of year again. I have to dig out the calendar to help remember all the things I didn't do on time. This year we managed three trips by plane and one by car. The pass trips on UAL went well, but only because we used the vacation passes. This got us first in the list of standbys, and even first class seats on one leg. I don't like to think of where we would have been on a regular pass. We managed to ride on a flight our son flew as Captain on his regular sequence. He flies for Skywest domiciled in Denver.

For those who are interested in Parkinson's, I am

still getting around well, still drive a car, and have restricted some of my activities such as skiing, hunting and balance requirements. Four years now and all is progressing well since I was diagnosed.

All these years of driving, flying, fishing, hunting and beach time has caught up with me. I had 3 instances of skin cancer removed surgically this year. That added up to nine total. Hope nothing worse than the squamous cell carcinoma that has been removed each time, continues to harass me.

Not much else is news worthy, so, best of luck to all you folks. Keep the grass green, and on top of it. Check is in the mail. Cheers, *Barry*

TED ELDER--Issaquah, WA

Congratulations, Phyllis, for a job well done this past year. You sure had a lot on your plate and you handled it so well.

As I approach my birthday, a lot of thoughts have come to mind concerning the development of aviation over the years. When I was growing up on a farm in western Pennsylvania I would see a couple of the lighted beacons that lit the airway between Erie and Pittsburgh. That gave way to the Radio Range beacons. The airmail plane (I think operated by Allegheny Airlines) would fly that route from Erie to Pittsburgh, dropping a bag of mail (morning and evening) at the small towns along the way, and then picking up a bag of mail by coming in low over the field and using a tail hook type device to snag the bag that was attached to a line that went over something akin to football goalposts. On windy days it might take several passes to get it right. On a summer evening, there was often a small crowd to watch it for their entertainment. When I was in flight training in Pensacola a lot of the airways were the colored airways, such as Green Six or Blue Eight. VOR was just coming into use, but we all had to be able to do a Radio Range Orientation and listen to A's and N's until we were just about deaf. Jumping ahead, didn't we have to do an NDB approach on every proficiency check until well into the '80's?

Shirley and I are doing as well as can be expected. We go to our place on Maui for about a month a year and two or three jazz festivals. We've cut back on our boating and now have it on the market. That's a big change in our life-style. *Ted*

CHARLES FELLOWS--Denver, CO

Gentlemen: 79 and counting (maybe). By God's grace and the efforts of a really good oncologist, I'm coming up on seven years as a survivor of a particularly nasty type of lymphoma. Every morning when I wake up I thank God for another day of life. The last 6^{1/2} years have taught me never to take my life for granted.

I've been retired for 19 years and most of you won't know me, but for those of you who do remember my name: Greetings!! I have so many fond memories of you who shared a cockpit, and layovers, with me. We were so fortunate to have flown during the best years that our profession has had thus far, and for the best airline too.

I will be in the RUPANEWS next year, one way or another.

God Bless, *Chuck*

VICTOR HANSEN--Spokane, WA

Thanks to all for your hard work, best to Cleve!

We're still in Spokane. I have a Cessna L-19 that should be done by Spring!! I have my own hangar and shop at the Spokane Airport.

I'm now 80^{1/2} and doing well.

Thanks to all for your hard work. *Vic*

JOHN HEBBE--Fairfax Station, VA

RUPA December 2012 just arrived. As soon as I saw **ATTENTION RUPA MEMBERS**, I knew what had slipped by. I checked. Nope. No check for the annual dues three months back.

My wife and children are forbidden to send me cards or gifts because I don't believe in Santa Claus, the Great Pumpkin or the Easter Rabbit let alone personal birthdays. If I was Jewish, I wouldn't even light the candles. My middle name isn't really Robert, it's Scrooge. So what. It explains how that

**Ladies, if a man says
he will fix it, he will.
There is no need to
remind him every 6
months about it.**

Constitution Day (9/17) came and went by again without a stick in the eye as an annual reminder of this unwelcome event. HeyZeus (I'm against actual swearing so I say it in Spanish).

Well, I'm not tight; I do provide many contributions (is there an icon for dollars flying away?). In reality, I am pleased to send along my \$25 to get my ticket punched again. Does this make me a born-again RUP? A trivial expense for putting in thirty five years working with the best of the best. You know, all the fluffs on the retired list and those yet to come. What a great bunch of people to shoulder with.

So cash this in a hurry, my balance is always marginal.

Disregard the high school class schedule on the back of this sheet. I re-cycle paper that would ordinarily get trashed. It shows the Bell schedule at Robinson Secondary School where I work. Check out Robinson Secondary on the Internet. It's in the top 100 across the country. If there was a National Substitute Teacher list, I'd be high up on that one, too. My eleventh year is moving along sweetly. At the beginning of each school year I ask. . . Will this year be as much fun as the last ten? Never been disappointed yet. If they knew how much I loved this job. . . and the kids.. and the staff. . . AND the school, they could have me for free. Mum's the word. *John*

DAVID R. HENRY--Myrtle Beach, FL
Hello All, Year 16 and it's been a few years since making contact. Still living in Myrtle Beach but wishing we were back in Florida. Who knows, maybe this year.

Peggy still flying out of IAD but liking it less with the loss of a lot of their flying to the new United flying partners. She enjoys good health. I am about the same with the exception of being pretty much inactive for the last six months. Did a header and smashed my right shoulder into the pool wall and did a real fine job of tearing up the tendon in rotator cuff. Put up with pain and did nothing for a bit, hoping it would get better. Wrong! Surgery in June, getting pretty good range of motion now with exception of arm behind back. Still no lifting so a lot of "honey do's" are no-no's. Not a recommended way to stay out of work.

We continue to enjoy cruising and try to go a couple times a year. Have been enjoying "Tailhook" in Reno the last few years, but had to pass last September because of arm.

Continue to enjoy the "RUPANEWS" and hearing about old friends. Thanks to all who make it happen.

Checks in the mail. Fraternally, *Dave*

BUCK HILBERT--Union, IL
28 years, and still flying my 1938 Aeronca Chief.



I'm still active in EAA and local chapter, QBs, Fly outs, etc.

Keep up the good work. *Buck*

DEKE HOLMAN--Napa, Ca
Missed my birthday, but still in the right month. It's been a good year for me, but Merle has had some medical problems but she seems to be on the recovery.

We had our annual trip to Palm Springs in March and off to Oshkosh in July, my 36th year and look forward to one more time.

We made our trip to Kona in Oct. and my Granddaughter, who is a marine biologist at the University of Hawaii, came over and spent three days with us. She rented a 4 wheel drive and we drove up Mauna Kea. We were too old to go all the way to the top so we stayed at the 9,000 ft. level while she drove on to the top.

Our winery is celebrating our 40th anniversary so they took 201 of us to Maui for four days, quite a birthday present.

I spent Thanksgiving day with my kids in Charlottesville, VA, so I think I will rest till the year's end.

Thanks to everybody for putting out this magazine. I added a little extra this time. *Deke*

ROY HOLMES--Lincoln, CA

After living 38 years in Escondido, CA, Ruth and I moved to Sun City Lincoln Hills which is about 30 miles N.E. of Sacramento where we lived for 6 years. Last June we moved to a Continuing Care facility, Casa de las Campanas, in Rancho Bernardo, which is about 3 miles south of where we last lived in Escondido, so it's like "coming back home."

Fortunately we are in Independent Living in which we hope to stay, but you never know at our age, I'm 92 and Ruth is 91. Casa is a very large establishment with 530+ residents in independent living, and I don't know how many are in assisted living, skilled nursing, or the Alzheimer's unit. One nice feature here is that we never have to cook dinner.

There are two

dining rooms, one is a sit down and order and be served, and the other is buffet style. We always fix our breakfast and lunch in the apartment.

The downsizing has been a problem. Our apartment is about half the size of our home in Sun City. It looked bigger when we saw it empty, so we brought more furniture and stuff that just wouldn't fit, but now after giving away furniture and stuff we are finally accommodating.

Our daughter and some of our grandchildren and great grand children live close by so we can visit back and forth frequently. I have quit driving at night because of macular degeneration unless I know exactly where I'm going and it's a short distance. In the day time I do just fine with vision, although the newspaper print is getting smaller.

Roy H. SFO, SEA, BOS, LAX

LARRY HORTON--Port Orange, FL

First, thanks to all of you who make the *RUPANEWS* possible. It is the only way most of us can keep up with many of the good people we worked with and cared about.

I am still able to fly and do so about once a week. In years past, I could solve all of mine and half of the world's problems while lying on my back cleaning the belly or the wheel wells of my airplane. Now I have trouble getting on my back, and once I get there my arms tire quickly, and beyond that... I can't solve anybody's problems. Other than that life is good. **Larry**

DONALD JOHNSON--Elizabeth, CO

Here are my dues for the next year. Thanks for doing a great job keeping us up to date on pass travel and other information.

By the time this is read, the outcome on the vote for the new contract should be known. It is not perfect but it merges the two pilot groups into one. It is too bad ALPA has done away with merging lists by seniority and has gone to career expectations which, I feel, is to the detriment of the United pilots.

My wife and I are both in good health and doing a little traveling. We took a cruise down the St Lawrence in October and spent some time in Mesa, AR last March.

Genealogy and grand kids seem to keep us busy the rest of the time. We are very proud of our 13 year old grandson who participated in "National Junior Olympics," and came in 38th out of 255 cross country runners. This was his first year to run.

A happy and prosperous year to all, **Don**

A.W. "AL" JOHNSTON--Salem SC

Hi (U) all. Today Nov. 24, my birthday # 88, but going on 38.

I soloed on my 16th birthday, 11/24/1940, served in the Army Air Corps from March 1943 to April 1946. Graduated from pilot training in class 45B. I hired on with the airlines in 1956 and spent 28 good years with Capital and United, and retiring in 1984. When I retired, the pension check was pretty good. Gas was a \$1.00 gallon, but now that check along with social security doesn't quite make it. I have to pull extra cash out of the Credit Union to net my obligations. Hope the well don't run dry before I fly West. With interest rates below 1% don't get much help from IRA & savings.

I'm still in good health, but with one minor problem, my right eye is being treated by a Retina Doctor for macular degeneration. Luckily, I can still read 20/20 with the left eye without glasses. I've got hearing aids now do to the wife's demand. I'm walking one hour (3 miles a day, 6 days a week), playing golf one day a week, but still can't shoot my age. Maybe I can do it in 12 more years.

Famous last words Leon, the checks in the mail.

Happy holidays. **AL**

DAVID P. JONES--Trent Woods, NC

Hi Cleve, It has been 25 years since the FAA said that I was too old to fly. Obviously they were

wrong because Congress and the President determined that age 65 was OK for retirement. I have a nephew who is a UAL Airbus pilot in Washington and will retire next August at age 65.

We have not done any air travel for the last year. I had a bunch of miles on my Mileage Plus Visa Card, but since we have little desire to go anywhere, I redeemed some of the miles for toys such as a new iMac and an iPad. We have done some automobile travel to see kinfolk.

We are glad that 2012 is past because of the health issues experienced by Betty. Following the loss of vision in her left eye last Christmas, she suffered another heart attack last February. Fortunately by calling 911, the quick response by the EMTs kept the damage to her heart to a minimum. I am now convinced that calling 911 beats "I'll drive you to the hospital".

Thanks to all who provide the *RUPANEWS*.
Best Wishes and a Great New Year to all.

Dave

TIM JOSLIN, SR--Des Moines, WA

Fellow Ruparians. I have not written for several years. I was waiting for enough scintillating news to accumulate before I sent off a missive. Ok, I have run out of patience and decided to write anyway.

I received my first 72nd birthday card, which is less than a month away. The message states, "It's your birthday, and as Scotty the Squirrel would say...you're not old as long as you can remember where your nuts are!!" I have discovered, as a senior citizen, that the things we do, or don't do, as we march through life, become a fertile field of humor for the younger generations.

My lovely wife, Cheril, and I have even jumped on the bandwagon (that is a phrase that dates us) and laughed at the dumb stuff we do to ourselves. I'm sure we have all laughed (maybe not out loud) at the "help, I have fallen and can't get up" ads in the past. Now we have come to the horrible realization that this might actually be an issue for us. I discovered that it is not a good idea to maneuver down stairs wearing my bifocals, and carrying a glass of wine. Not only did I miss a step but I spilled some perfectly good white wine.

Enough about philosophical issues. Cheril and I have been married more than 20 years (second marriage for both of us). I have her almost fully trained and or is it vice versa? I lucked out with Cheril be-

cause she has a bunch of great relatives and we all get along fine. Cheril has 4 grandchildren (boy, girl, boy, girl) and I have 5 (girl, girl, girl, boy, girl). My father, Leon A. Joslin, passed away in May at age 100. If you think age 72 is old, envision yourself 30 years down the road. Dad kept going by staying relatively healthy and avoiding hospitals. He participated in masters track throwing events (discus and shotput) until he was 99. At age 97, he decided to play the stock market and opened an account with Chas. Schwab. He had an inquiring mind and looked forward to every day. He drove until age 99 but voluntarily stopped when he realized his vision was not good enough.

We are still living in the Redondo Beach neighborhood near Des Moines, WA in a home we built in 1998. Puget Sound is right across the street. There is a wooden boardwalk, which runs along the water side of the street that is used by people getting their exercise from very early in the morning to very late in the day. We have no intention of moving anytime soon.

I keep busy by playing golf, riding a bike, jogging (with an occasional 5k race) and managing our investments. Cheril is an avid reader and enjoys travelling. Our email address is in the RUPA Directory if anyone would like to contact us (not all at once please). I will be writing again when enough fascinating information has accumulated.

Fraternally, *Tim*, DCA (TDY MIA, TDY YIP), SFO, DTW, SFO, SEA, ORD, SEA, 1965-2001.

BOB KORTUM--North Wilkesboro, NC

Merry Christmas, Leon, to you and all your loved ones!!

Amazed I am getting this in on the same month as my birthday. Every once in a while you hit one over the fence.

Just want you and all the staff there at RUPA to know how very very much I appreciate all the work you folks do in keeping us connected and up to date. It truly is awesome.

May the coming year be full of blessings for all you above and beyond what you can think or imagine.

Before signing off, please change my street address from 111 Pine Street to 112 Pine Street. Everything else remains the same. It's a GPS thing for 911 responders according to the authorities here.

Thanks again and God Bless. *Bob*

JERRY LAMBDEN--Castro Valley, CA
Greetings from California, the land of mud slides, forest fires and earth quakes. A state where nearly everyone tweets, blogs, emails, shops on line and has a Facebook account. A place where kids test each other at opposite ends of the dinner table and where most of us are all addicted to surfing the internet.

A country where nearly everyone has a Smart Phone, but still believe that all deviations are standard, where most believe that calculus is what you get removed from your teeth at the dentist, and high school students think that logarithms are really just birth control methods for lumberjacks!
Cheer up, here comes year 2013. *JDL*

ELIZABETH MC CALL--Avon Park, FL
Dear Sec/Treasurer of RUPA, please find a dues check for my deceased husband, Winston McCall. I wish to have his subscription continue as it gives such valuable information as to passes and listing.

I would love to fly again on UAL as Bill and I always enjoyed it so much. Please keep up the news about listing, and how baggage is handled if or if not a widow does not get on board.

I am so glad some lay people can help us still feel like it's a smaller airline. Keep up the good job of keeping us all in the loop!

Many thanks, *Elizabeth Ann*

RICHARD MC MAKIN--Olmsted Falls, OH
Well, it seems as though I have passed another milestone, 12 years since I retired and 7 years since the PBGC said I was to retire, and now I may have to go to work for health insurance. No one said the runway was plowed all the way to the end, just that it had been plowed.

I successfully passed my three year post cancer check-up with "flying colors"(doctor) and in good health.

Find that travel is the way to relax and cruising the best way to travel.

Carol and I will host the Cleveland Crazies Summer Do again for 2013 at our home, though we missed 2012. If you are in the neighborhood around the first part of June, check for our party.

Since I am the vice-chair of our local zoning commission, I have been involved in redesigning our

city plan and zoning regulations, and now realize why I should have been studying in college when I was finding other things to do. Still time to learn.

I still enjoy working on my model railroad layout and improving my computer for game playing. It does occupy the time when I should be outside in the yard with a rake or some such.

Check in the mail to Leon and I hope I'm good for another year. *Richard*

PAUL MILLER--Mechanicsburg, PA
It is time I write a letter for my 93rd birthday, especially since I did not get one written for my 92nd.

Last year I had something so nice to write about, but did not get it done. On June 2, 2011 the United Management of the Northeast Flight Office presented me with their medal; a medal that I did not even know existed. It was presented 31 years after my retirement. On one side is inscribed "In Recognition of Service, Excellence and Professionalism," and at the bottom "Proverb 22:1." The other side reads, "United Airlines Flight Operations", and outlined in red, "We Safely Fly the World." Any time I see or show this medal, I feel most proud and will cherish it the rest of my life.



On April 10, 2012, I was called to take part in an Honor Program for me at the War College in Carlisle, PA. This presentation of a certificate took place almost 66 years after WWII. They also presented me with two medals. At the dinner there was a card with the information about me and the program at each place setting. Everybody at the War College treated me so well. What an evening!

It did not stop there. My college was Central Pennsylvania. They try to keep track of me, having graduated from Central Penn in 1940. A Central Penn employee attended the War College Program and was impressed enough to tell Central Penn officials about me. They wanted a story for their Alumni and Friends magazine. Their interviewer did a three hour interview. I did not know that my

picture would be on the cover.

Health wise, I do not walk well, but good enough with the aid of my cane to do some things around home and drive locally. When asked how I am doing I say that I have my ups and downs, but unfortunately, it is not airplane takeoffs and landings. That usually brings a smile or laugh to them. It is better than discussing an ailment. My cane can really tell them more than I can.

My esophagus cancer is at present very peaceful. The good lady doctor at John Hopkins Hospital used the "Photodynamic Therapy Procedure" to kill the cancer by laser light. I can verify that the procedure does work.

I still live alone in the home in which I was born and I am third generation here on the corner. It is where I got my start in transportation as a little boy riding with my parents in the one horse sleigh. Riding in those vehicles probably helped me fall in love with the airplane. It was a wonderful flying career. God and my parents put me on this earth at the greatest time for it.

It is beyond my rarest dreams to have received so much in certificates, medals, articles and letters. I am a most fortunate and thankful individual.

Best Wishes to all, *Paul*

TOM MORGAN--Lexington, KY

Dear Friends, Enclosed please find my check in the amount of \$50 for dues payment and a little extra for postage, etc.

Carol and I have recently moved to Lexington, KY to be closer to our family. We loved our years in Pensacola, but felt it was time to downsize, and we did just that. We are in a townhouse overlooking the 9th fairway of the Marriott Golf Course. I no longer play golf, but it is fun watching the duffers go by, sometimes with a ball landing on our back deck. I just toss them back to the owner.

This is my 88th birthday coming up 12/13, and for all of my ups and downs, I guess I feel as good as most in my age bracket.

Regards to all, *Tom*

DONALD ONOFRIO--Port Salerno, FL

Hello RUPA! Thanks for the great articles, especially the "How To" on the travel and ticketing policies on the computer. I wish that I could remember all that intricate stuff!

Best Christmas and 2013, *Don*

DENIS O'MALLEY—La Mesa, CA

I just recorded number 75 and thought it was time to send a letter. I'm in great health thanks to a "miracle" ladder accident that I somehow walked away from with no broken bones, and the fall somehow adjusted my back, ending the sciatica that had me in pain for most of the preceding four years. An old Navy surgeon, former Marine A-1 pilot, told me that if I could strengthen my abdominals and core, the sciatica would go away. The only problem was that it hurt too much to exercise, UNTIL I fell. My insurance, UnitedHealthcare, gives seniors free "Silver Sneakers" membership in 24hr Fitness, so I was able to take advantage of that, and have to tell you it was the best thing I could have done. I started feeling better, all over, right away, and have been going religiously, every day, because feeling as good as I have in the past 40 years, I hate to take a chance and miss a day. Never having been a "gym rat", I was amazed that I could ever feel so good, and I learned that stretching, alone, can fix many problems. There's a lot to it, and worth a try. I tell everyone to try it for a week or two, and if they don't feel a lot better, quit. Try, it's worth the small effort to avoid pain or surgery and drugs, the default choices from the medical industry. Exercise will also improve immune system health, the front line in fighting disease. I'm sure many of you are accepting pain as normal for aging. It is doesn't have to be.

After about 20 months, I consider the daily 1½ hrs I spend for the gym to be "my job" now. Like anything else, you get the habit and look forward to it. My latest blood results were "unbelievable" to me. I've been on blood psi medication for more than 30 years, and now the numbers are the lowest they've ever been, and I am hoping to get off it. I was "diagnosed" with Type 2 Diabetes about 25 years ago, and have been on a low level drug for it. Those numbers are way down into the normal range, and even my Cholesterol, which I never worried about, dropped 90 points this year. I have refused to take statins to control cholesterol because low cholesterol is statistically almost a guarantee of a heart attack. I won't get into that here, but if you want to read the research, start here: <http://tiny.cc/v1gwpw>. Before you decide anything on statins, have an arterial ultrasound scan. They're cheap.

Since leaving the RUPA Editor job, I have spent a great deal of time filing pro-se lawsuits and answer-

ing Motions, for a couple of hundred guys, to recover the FICA taxes they took **in advance** on income we never fully received. I've learned a lot (on the Internet), and though it's been a long time, 4 years in May, the Ruling should be coming this Spring, although we said that last year. The Government has already said they are planning on appealing the decision, which they feel they will lose. We agree.

If you'd like more info on Exercise and Health, or the FICA claims, contact me at: dj.omalley@cox.net. Those topics and many others are discussed on **G-RUFF**, a free, civilized ret. UA pilot online group; you're all welcome: <http://tiny.cc/85hwpw>

Regards and a Happy and Healthy New Year to all.
Denis

DAVE PARK--Moorpark CA

Bert Jarret is eighty? Strange, so am I. "We'd be late for work if we had jobs, eh Burt?"

I really appreciate the work you folks put into the *RUPANEWS*. I look forward to receiving it every month.

I still keep the Citabria and a dirt bike. Every time I pass the dirt bike it says, "I'm gonna hurt you old man, you'll see."

I see some of the guys at QB meetings and at Camarillo Airport. They all seem well on the Far Left Coast.

After twenty years I still miss the "27." *Dave*

MRS. NORMA PURYEAR--Davis, CA

My years, since Captain Bob (1943-1981 SFO) flew West in 2011, have been busy. Although I miss him badly and constantly, I'm now busy with things I could not do while I was caring for him with Parkinson's disease for the last 7 or 8 years.

I am pretty healthy and active for a nonagenarian--turned that big nine zero last week. I'm not used to being so "mature" yet. There are several close to and over 100 living here at University Retirement Community Davis.

Our family is growing- Bob and I started something when we married, on a 3 day layover, in June 1943. We had 3 kids, now 14 grandkids, 16 great grandkids and 2 great, great grandkids, with at least 2 more greats in the oven. At Christmas time I could wish for a bit smaller group, but they are all beauti-

ful and intelligent and a tribute to Bob and my genes (I guess).

I am not traveling any more so not upset at the merger travel problems. I still drive around Davis and Woodland and intend to keep on while I feel competent.

I wish all Ruparians a peaceful, healthful New Year. I'm afraid that I do not recognize many names in current *RUPANEWS*, but I still enjoy reading it. My check is in the mail.

Thanks for including the wives and widows in keeping up with what is going on. RUPA is my only contact with the company that fed me for 65 years. Bob's pension died when he did, so I have no ties with UAL left. *Norma*

MRS DOROTHY RATCLIFFE--Northbrook, IL
I enjoy reading the magazine as I approach my 89th birthday.

Blessed with 15 grandchildren. One granddaughter is a pilot flying 757 Vegas to Honolulu. Bob would be proud.

Have a good year. Sincerely, *Dottie*

EDGAR RIEHL--Boulder, CO

We are no longer spending the winter in Florida. Had decided ahead of time that last season would be our last down there, and being in no condition to drive, we flew down and shipped our empty Suburban in order to haul back those items purchased in 24 seasons there that we just couldn't bring ourselves to leave behind, most of which are still in the shipping containers seven months after our return home.

I have been plagued with headaches, at times, very debilitating, since mid 2010. I thought that my neck surgery of two years ago, relieving the pinched spinal cord would bring relief, but that was not the case. After our arrival in Florida, I complained of them so much to my PC Physician that he sent me to a specialist. A CAT scan of my skull showed nothing between my ears. No surprise to those of you who know me. That is nothing to be concerned about. He prescribed some capsules--take two a day --and the prescription was for a full year. After having taken the prescribed amount for six days, I had an appointment with the PC. He took one look at the container of capsules, and, shouted, "You can't take this stuff. It will tear your guts apart". That

was the most accurate diagnosis I have ever experienced. It seems that medication was not compatible with the Coumadin that I was taking. Though I stopped taking it immediately, the damage had been done. For the next month and a half, my guts kept giving me more and more discomfort, until Saturday evening, the last day of March I had Ruth drive me to the emergency room. They went to work on me immediately. It really took an effort on their part to find enough blood to test. A test that proved my red corpuscles to be far below the minimum, and the INR tested at 12.95. For those of you on blood thinner, you know that that reading should be about 1.3. They immediately started blood transfusions which continued for three days, and fed antibiotics into me for five days, sending me home with another weeks worth. I had been in no shape to do much of the packing, and each of our three daughters came down to help Ruth with the task. Six days out of the hospital, our eldest, who flew in to drive me home, put Ruth on a flight to Denver, and she and I hit the road the next morning. After that first day, I was able to split the driving with her. It turned out to be a delightful trip. We found ourselves to be very compatible companions, same food and lodging preferences, a mutual dislike of Interstate Highways, only drove the Interstate from Limon, CO to Denver, and we have a great love for the spring beauty of our country. Ruth and I will really miss those driving trips. Shortly after arriving in Florida last November, I overheard Ruth telling someone on the phone that it was no fun traveling to Florida since we had to fly. Anyway, we are now back in our home of 52 years, with no intention of spending winters away.

Now it's Ruth's turn under the spotlight. After a couple of days feeling like she was possibly coming down with the flu, the evening of October. 12 her knees buckled and she crumpled to the floor of our living room. A 911 call brought help to the door in less than five minutes. The ER took her right in and went to work. An x-ray & CAT scan showed a grossly enlarged thyroid that was in effect strangling her. The first biopsy was indeterminate, but the surgeons decided that the thyroid had to come out anyway, so removed it on the 19th. She remained hospitalized until the 23rd. Finally, got the results of a biopsy a few days ago, and she is to submit to radiation treatment in about three months. She is in great spirits, and hopes to get on with it as

soon as possible. Right now we are looking forward to a family gathering for Thanksgiving.

Since I have been doing a lot of reminiscing of my early days on United Air Lines recently, I really intended this year's message to be about some of those memories. How many are still around that remember one of the duties of the FO was to keep the DC-3 steam cabin heater operating. It was tricky to keep from getting a steam bum; loading and off loading the front cargo area; the three month assignments with a given Captain, who wrote a report on you at the end of the period; sharing hotel accommodations with the Captain. I was very fortunate to have flown with a lot of good guys who split the flying. Prayed to avoid the one noted for giving his FO the three required landings on the last flight of the three month period, but was assigned to him upon completing DC-4 school. However, on our second flight he initiated a discussion of about half an hour, and from then on I got half of the flying, including take off and landings. It was not a pleasant assignment since we rarely spoke more than ten words other than flight commands on those all night trips.

Thanks, Cleve, and all you volunteers. Your efforts are much appreciated. *Ed*

RANDY RYAN--Tucson, AZ

What a year! To celebrate 50 years of wedded bliss we sailed around the world in a suite on a Princess Cruise from Sydney, Australia and returned there 104 days later. Making it even more fun was the fact that about 95 percent of the other passengers were Aussies or Kiwis. Talk about party time! Every evening before dinner we would meet in the Rendez Vous Bar and swap stories. And, as we approached the area the bartender would look and see whether he should fix one Bombay martini or two—stirred, not shaken, with a drop or two or Vermouth and a pimiento-stuffed olive.

From Sydney, with many stops along the way, we sailed through the Suez Canal, saw the pyramids and all those sights, then through the Mediterranean with stops in such places as Istanbul, and had a very emotional sail-by of Gallipoli. Gallipoli was the site of a very memorable battle during the First World War with incredible loss of life. The Aussies and Kiwis have a special day of remembrance called ANZAC Day. It is their equivalent of our Memorial Day, but is remembered with parades and

memorials to those who have gone before. Throughout Australia and New Zealand in almost every town center you still find a monument with the words "Lest we forget" inscribed on it and they teach their children about the history of ANZAC Day.

After Yugoslavia, Italy, France, and Spain, it was up through England, Iceland, and across to New York for the visit to Ground Zero and the carrier Intrepid on which is the Space Shuttle Enterprise. The Aussies were very impressed with both and enjoyed their overnight in New York. On through the Panama Canal to Los Angeles and Hawaii, then on to a few more exotic islands and finally back to Sydney.

We visited with Greg, our son, and Yolanda, our daughter-in-law at their new home in Sydney (they work for Costco over there) before getting First Class seats back to SFO. Then, after resting a bit in northern California with Kathy, our daughter, and Ken, our son-in-law, it was finally back to Tucson.

All in all, a wonderful trip and a wonderful way to celebrate that anniversary.

Thanks to all who make this organization interesting and now that we are back we would love to see you if you happen to be in our area.

Randy & Pam Ryan

RICH & ANN SELPH--Vail, CO

Still splitting time between Colorado and California where having four of the grandkids nearby is a delight. Just hosted a week-long family Thanksgiving event here in the mountains with all four kids and spouses and all five grandkids (# 6, probably the last, is on the way). Very little snow, but enough for the little ones to make progress. Now we are waiting patiently (not really) for snow appropriate to Vail's 50th Anniversary celebratory year.

I am happy to report a two wheel epiphany. Hadn't ridden the big motorcycle much the last couple years, so made a plan to sell it. Then I discovered a local motorcycle club here and started riding day trips with them. Fun, experienced group of aggressive riders. Moved up to overnights and had so much fun that, following a phone call with my son, he described me as "manically euphoric!" Changed the plan to sell! Getting Ann back on the back was a challenge, but I assured her that just as we don't ski mogulled double black diamond runs anymore, I

can drive the motorcycle like a groomed green run. She tried it and is hooked again. We had some great rides and I finished off the summer with a 1,400 mile ride over some of the most spectacular mountain motorcycle roads in the country.

Grandson, Braeden, came up, at 6 years old, with this pearl: trying to understand a new concept of "a beginning, a middle, and an end," he suddenly figured it out and explained it to his dad, "Oh.... I am the beginning, you and mom are the middle, and Captain and Nana are the end...."

We add our appreciation for the *RUPANEWS*, always a cover to cover read for both of us.

Rich Selph, SFO 86-01 (FOPA)

BOB SHEEHAN--Harvey Cedars, NJ

Just passed the 20 year post retirement mark. Wife Cynthia and I are doing pretty good, as are the rest of our family.

Our last flight was last fall to Ireland. We had a great time with 10 other family members. Used 3 rental cars, and glad my son had to drive. Can't drive a rental car if you're 75 and up. We spent most of our time in the southwest. Would do it again. We're still operating between FL and NJ.

Thanks again to all you guys working on the magazine. It's especially important now days with all the changes going on.

I found this OLD clipping from the "Grit" newspaper. Anyone remember it? **Bob**, SFO, MDW, LGA, EWR

Pilot's Prayer

Oh Lord:

If You've ever seen the sun strike fire
from the tip of a silver wing.

Seen the clouds piled high in the clear blue sky.

Heard the song my motors sing;

If You've ever played hide and seek with the moon,

Or grabbed for a star with one hand;

If you've ever tried to ride the wind.

Then perhaps You'll understand;

I don't want a halo when I die,

or a harp with golden strings.

You can save all that stuff for some other guy-

Just give me a pair of wings

Arvis Christian

BEANO SHERIDAN--Prescott AZ

All is well with us and I almost got my dues paid on time.

I don't know any active UAL pilots here in Prescott, but I have coffee with a group of SW pilots on Thursday. Boy, have things changed. They are a happy group with good management, but they have outside the cockpit B.S. that does not seem necessary. Well I don't have to put up with it.

Thanks for a great magazine.

Beano; Brand X

BRUCE SMITH--Corona, CA

Hi Cleve, I just wanted you all to know that I am still around. I just celebrated birthday No. 90. I am still doing OK, but have some health issues.

However, I just renewed my driver's license for another four years. Since my wife died in February, I have moved down to Corona in So California to live with my daughter and son-in-law.

I have been retired 32 years now, so don't know many names in the "RUPA" list anymore, but still like to look through it.

Best regards to all, *Bruce*

MRS. JANICE SMITH--Alexandria, VA

So sorry about missing the dues check for my spouse, Harry Smith, Jr. However, I too have reached the stage where I no longer know anyone. It seems that those 88-89 years old are no more, but I still enjoy the *RUPANEWS*.

I flew after WWII in the 40s and where have all the flowers gone?

Thank you, *Janice*

TOM UTSEY--Crystal River, FL

Dear Cleve: I missed my birth month (October 19, 1919), so as usual, I am late.

Health wise I am doing about as well as can be expected at 93 years old. Had a pacemaker put in about six months ago. My pulse got down to about 30 and barely detectable. Felt like crap. Now I feel much better, and can work in my garden if I rest frequently. I am tempted to make some political remarks, but I realize that is a No-No, so I will refrain. The only thing I will say is that it's a mess.

Thanks to all, *Tom*

JIM WILSON--Clearwater, FL

Hello Cleve, Tomorrow, Dec. 2, the odometer clicks over to 91, so it is time for the annual letter. My contemporaries are getting fewer and fewer, and my horizons are shortening little by little. Life remains good and just as interesting.

My health is pretty good for an old guy and I can still live alone and have no restrictions on getting around. I try to keep things that way by keeping up an exercise schedule. I find that the silver sneakers classes offered are very helpful.

My tribe continues to thrive. The 30 grandkids are fun to watch as they grow into adults with their college choices and their struggles to find their way into the taxpayers world. I finally have one in the aviation business. He is a Marine captain flying F118's in San Diego.

Not much new to report. My thanks to you and the others who keep us connected.

Check in the mail along with my file number. *Jim*

JACK WINK--Ft. Lauderdale, FL

As the years pass by, too soon it seems, I am sure we all reminisce about past memorable moments and I would like to share a few of them.

Flying the 727 during the sixties and seventies was truly a wonderful experience... proceeding west out of PHL in level flight at VMO just below the top of an overcast and then climbing like an arrow into the brilliant blue sky of a late summer afternoon...departing ORD on an early winter evening flight, east bound over Lake Michigan, level at 5,000 feet, lights on and skimming in and out of the top of the clouds with a full moon set in a dark velvety sky... arriving on an evening flight from the north to SFO, being vectored over the Golden Gate bridge and downtown SFO with the lights shining up through intermittent strands of filmy clouds, then turning back to land to the west...flying into LGA on a clear winter night, descending to 3,000 feet and turning north over the Statue of Liberty and proceeding up the Hudson River with the spectacular view of Manhattan and then, after passing the GW bridge, turning to pass over the Whitestone bridge to land southwest at LGA. What a privilege it was to have experienced these moments!

Fraternally, *Jack*

IN MEMORIAM

ROBERT W BERKEY

Robert W. Berkey, 75, of Sun Lakes, AR, passed away Sept. 29, 2012.

Bob was born January 20, 1937, in Boswell, PA. He was blessed more than most in being able to accomplish an incredible life journey. He started in the steel mills, moved onto having his own well-drilling business. He then had the opportunity to manage the Somerset Airport, which led to his biggest dream of all, becoming a United Airline's pilot. That career lasted for 32 years. He flew to every continent in the world except Antarctica and was extremely proud of it all.

Bob was a member of the local chapter of the EAA, the Antique Airplane Assn., the QBs, and was Safety Officer for the Copperstate Fly-in.

Bob was a peaceful, well-read man who stubbornly and admirably battled cancer for many years. All who knew him were amazed at his uncomplaining courage and optimism.

Bob is survived by his wife, Carol, six children, eight grandchildren and two great-grandchildren.

Service was held at Chandler Christian Church, Chandler, Ariz., with close family, prayer group partners, and many of his aviation friends and associates attending.

WINSTON R. ("Bill") MC CALL

Winston R. (Bill) McCall (85) of Avon Park, FL and Pisgah Forest, NC flew west on his final flight November 16, 2012. He fought a long hard twelve year battle with Mantle Cell Lymphoma. He was surrounded by his wife of 27 years, Elizabeth Ann and family at his passing.



He was the sixth generation of a pioneer family that came to the Blue Ridge Mountain area of North Carolina in 1803 called Transylvania county. He was very proud of this fact and studied genealogy with the "Mountain Cousins," as they call their club.

As a young lad, Winston was captivated by planes. When he enlisted in the U.S. Navy, his only goal was to fly for the military, but with World War II

coming to an end he had to take private lessons. The first time he soloed, the engine quit and he landed on St. Charles Blvd in New Orleans. He swore he would never get into one of those darn machines again.

He was hired by United Airlines March 11, 1948. He was on ground crews duty in Cheyenne, WY, later to transfer to Monterey, CA where he taught visual and instrumental flying. In 1951 he was taken into his first commercial flight class with United. Through the 38 years of employment he flew every piece of equipment that United had from DC-3 to Captain of 747. His last years before retirement as Captain of the 747 were spent on his favorite routes, San Francisco to Honolulu and the San Francisco to Thailand via Taiwan route.

After retirement he gave visual and instrumental flight lessons and taught for Beechcraft's School. He donated his time to help young students in the Civil Air Patrol and helped with search and rescue operations in Medford, Oregon.

He and his wife, Elizabeth Ann, loved to travel as they circled the United States and Canada with a motor home and their motorcycle on the back for one year before settling in Florida to play golf instead of skiing as they had in Oregon. Winston and Elizabeth Ann took 33 cruises, often out of foreign ports and visited over 53 countries.

He will be missed by family and friends, as a man of many hobbies and interests with a sharp mind that always wanted to learn one more thing. He wrote the autobiography of his life after beating cancer the first time. He had a life so interesting it made one keep on reading to see what he would do next.

You lived life well, you lived it full. Rest well now, dear one, you will be missed.

KENNETH RAY RICHARD

Kenneth was born August 19, 1934 in Julesberg, Colorado and passed away June 24, 2012 at the age of 77.

"Kenny Ray" as he was known to friends and family, graduated from Fort Morgan HS in 1952.

He attended Colorado A&M University before enlisting as a pilot in the United States Air Force in 1954 where he



reached the rank of Captain. Ken joined United Airlines in 1965, retiring as a Captain in 1994.

He is survived by his wife of 54 years, Emilu Lowrey Richard; one daughter, two sons, 11 grandchildren, 2 great grandchildren.

A Memorial Service was held in Lakewood, CO. The family requests memorial donations be given to Porter Hospice at the Johnson Center, 5020 Arapahoe Road, Centennial, CO 80122.

EDWARD R. ("Bob") SCHWAB

Edward R. ("Bob") Schwab, (82) was born March 27, 1930, and passed away peacefully, while sleeping November 26, 2012



Bob attended the U.S. Coast Guard Academy, then joined the Air Force as a fighter pilot. He met and married his wife, Virginia, while training at Bryan Air Force Base in Texas. He was assigned to the coast in Dover, Delaware during the Korean War. After leaving the Air Force, he joined United Airlines in 1956.

Bob loved flying and loved his career with United Air Lines. He takes with him the vast knowledge and experience of flying at the beginning of the jet age as an Air Force fighter pilot and thereafter flew every equipment available in United Air Lines through the DC-10.

Bob flew as Captain in United's test section (SFOEG) in the 1960's and thereafter as a line pilot and flight manager at Chicago and San Francisco, and as Chief Pilot for United at Denver before returning to San Francisco as Director of Flight Operations, retiring in 1990.

Bob is survived by his children, Helen and David, and will be greatly missed.

BRITTON A. STOREY

Brit Storey died November 15, 2012. He was 92 years old. Born in Cadillac, MI in 1920, his family moved to Colorado in 1926 and ran a honey business near Fountain, CO until after WWII. At 8 years old, he would drive the family truck to town on errands for his mother, standing to see over the dashboard. He was a high jumper and basketball player in high school and president of his class. After graduation, he attended the University of Colorado to study law which endeavor was interrupted in

the middle of his third year when he enlisted in the Army Air Corps.

On his first leave from basic training, the cadets got word Japan had attacked Pearl Harbor and they sprang into action. He graduated top of his cadet class, began flight training, and ended up flying B-17s, B-24s, and LB-30s (Lockheed bomber adaptation of 049 Constellation) during the war. Early in the war he was stationed in Central America patrolling the Panama Canal for enemy subs.

Then he was sent to the South Pacific where he flew missions over Japanese controlled China and island strongholds. By the end of the war, he was the Commanding Officer of the 320th Bombardment Squadron (H)AAF on Ie Shima.

During the war, Brit married a nurse named Bertha Garner and they eventually had three children. Upon returning home after the war, and finding that honey was not as profitable since people could again get sugar, they decided to head to Denver to answer a United Airlines ad for pilots. He then spent the next 28 years in a very satisfying and successful career with UAL flying DC3s, DC8s, Boeing 720s, and 727s (his favorite). Retiring at 60 as a senior Captain in Denver, he said at the time that he wished he could fly for ten more years! While he was proud of his flying during the war and with United he never bragged about his exploits or skill.

He spent his retirement years hunting, fishing, gunsmithing, building additions onto the houses, honing his golf game, gardening, and reading. He learned many new trades over his lifetime. If something needed fixing, he didn't hire someone to do it. He read up on it, studied and figured it out himself. Carpentry, plumbing, masonry, mechanical, and electric work were all hobbies to him. He got a lot of enjoyment right up to the end of his life singing the old popular songs he knew and many church hymns too. He loved a good joke or story. He was quite the teacher, and friends and family tweaked his brain for knowledge on a variety of topics. Unfortunately, the macular degeneration and alzheimers caused the loss of many of these attributes in his last few years.

He will be greatly missed by his beloved wife, children, grandchildren and great-grandchildren.

In lieu of flowers, memorial tributes may be made to the Alzheimer's Association.



*Bruce W. Collins	Aug. 10, 2012
*Thomas J. Brennan	Feb. 2012
*Jerry Cowan	Sept. 2012
*Raymond M. Woolfolk	Sept. 2012
William C. Marsh	Nov. 10, 2012
Britton A. Storey	Nov. 15, 2012
*Robert E. Bittner	Nov. 20, 2012
*Richard G. Douglas	Nov. 23, 2012
Thomas E. Llewellyn	Dec. 04, 2012
W. R. "Russ" Donald	Dec. 14, 2012
Rudy E. Pekrul	?
*Roger W. Crawford	?
Richard L. Gomes	Jan. 13, 2013

**denotes non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. Bernard "Bernie" Sterner, Treasurer
839 Euclid Avenue, Villa Park, IL 60181-3328, 630-832-3002



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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188

Tucson Toros (Jan. 22, 2013)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908

Los Angeles South Bay (2nd Thursday, Even Months) - *Hacienda Hotel* - 310-541-1093

Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747

San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420

San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590

San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

Denver Good Ol' Boys (3rd Tuesday)—11:30am *American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr) - 561-756-4829

S.E. Florida Gold Coast (2nd Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*

S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112

Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (Last Thursday)—*Mid Pacific Country Club*

Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002

McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—31 N. Banquets & Conference Center - 815-459-5314

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175

Reno's Biggest Little Group (3rd Wednesday)—*Sparky's Sports Bar* - 775-787-9669

New York

New York Skyscrapers (June)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com

New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - psofman@gmail.com

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wed. of every month)—*Claim Jumpers Restaurant, Clackamas, OR*

Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott* - 360-825-1016

Washington D.C.

Washington D.C. Area (3rd Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574